Preliminary Toll Feasibility Assessment

For

ARKANSAS CONGRESSIONALLY DESIGNATED HIGH PRIORITY CORRIDORS

Prepared For ARKANSAS STATE HIGHWAY AND TRANSPORTATION DEPARTMENT

WILBUR SMITH ASSOCIATES

In Association With HNTB CORPORATION GARVER ENGINEERS, INC. SALOMON SMITH BARNEY, INC.

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January 31, 2001

Mr. Steve Teague, P.E. Assistant Chief Engineer for Planning Arkansas State Highway and Transportation Department P.O. Box 2261 Little Rock, AR 72203

Re: Preliminary Toll Feasibility Assessment for Arkansas Congressionally Designated High Priority Corridors

Dear Mr. Teague:

The project study team headed by Wilbur Smith Associates (WSA) which includes HNTB Corporation (HNTB), Garver Engineers (GE) and Salomon Smith Barney (SSB) are pleased to submit this first report of findings for the Congressionally Designated High Priority Corridors (High Priority Corridors) on the Innovative Financing Program for tolled highways in Arkansas. You will recall that the study requirements included a submission of findings for the four (4) High Priority Corridors at an early date for review and consideration by the Arkansas State Highway and Transportation Department (AHTD) as toll projects.

Included in this Technical Memorandum are tabulations and narrative descriptions of each of the four (4) High Priority Corridors and the resultant traffic and toll revenue estimates from development of each project as a toll facility. It should be recognized that each of the projects was developed as if they were stand-alone projects opened at the same time (without any phasing or variation in opening dates) under an assumed toll collection system which included evaluation of both open-barrier and closed-barrier collection. Electronic Toll Collection (ETC) was assumed to be installed on each project under both system scenarios. Toll increases were programmed every 10 years (2015, 2025, 2035) through the forecast period to maintain a toll consistent with the future value of money and inflation.

In addition, the specific challenges related to the possibility of tolling Interstate Highway facilities and the federally mandated prohibition of this effort, is not addressed in this preliminary study analysis. However, because it potentially affects three (3) of the corridors, including Highway 71, Highway 63 and the I-69/I-530 Extension projects, this prohibition will need to be addressed.

The specific corridors that were evaluated and are presented in this report include the following:

- Proposed Highway 71 between the Missouri and Louisiana state lines;
- Proposed Highway 412 between the Oklahoma and Missouri state lines;

Albany NY, Anaheim CA, Atlanta GA, Baltimore MD, Bangkok Thailand, Burlington VT, Charleston SC, Charleston WV, Chicago IL, Cincinnati OH, Cleveland OH Columbia SC, Columbus OH, Dallas TX, Dubai UAE, Falls Church VA, Greenville SC, Hong Kong, Houston TX, Iselin NJ, Kansas City MO, Knoxville TN Lansing MI, Lexington KY, London UK, Milwaukee WI, Mumbai India, Myrtle Beach SC, New Haven CT, Orlando FL, Philadelphia PA, Pittsburgh PA, Portland ME Poughkeepsie NY, Raleigh NC, Richmond VA, Salt Lake City UT, San Francisco CA, Tallahassee FL, Tampa FL, Tempe AZ, Trenton NJ, Washington DC



- Proposed Highway 63 between I-55 and Jonesboro; and
- Proposed I-69/I-530 Extension between the Louisiana and Mississippi state lines.

Presented below is a brief description of each of the projects along with the information used in the development of the facility as a toll project. Tabulations are shown for traffic and toll revenue, as well as operation and maintenance costs for the toll facilities themselves. Finally, capital costs to construct each of the projects within the state are shown. All of this information was then input into a financial planning tool developed by SSB for evaluation of the financial feasibility of each of the projects on a stand-alone basis. This information is discussed in the final section of this document.

PROJECT DESCRIPTIONS

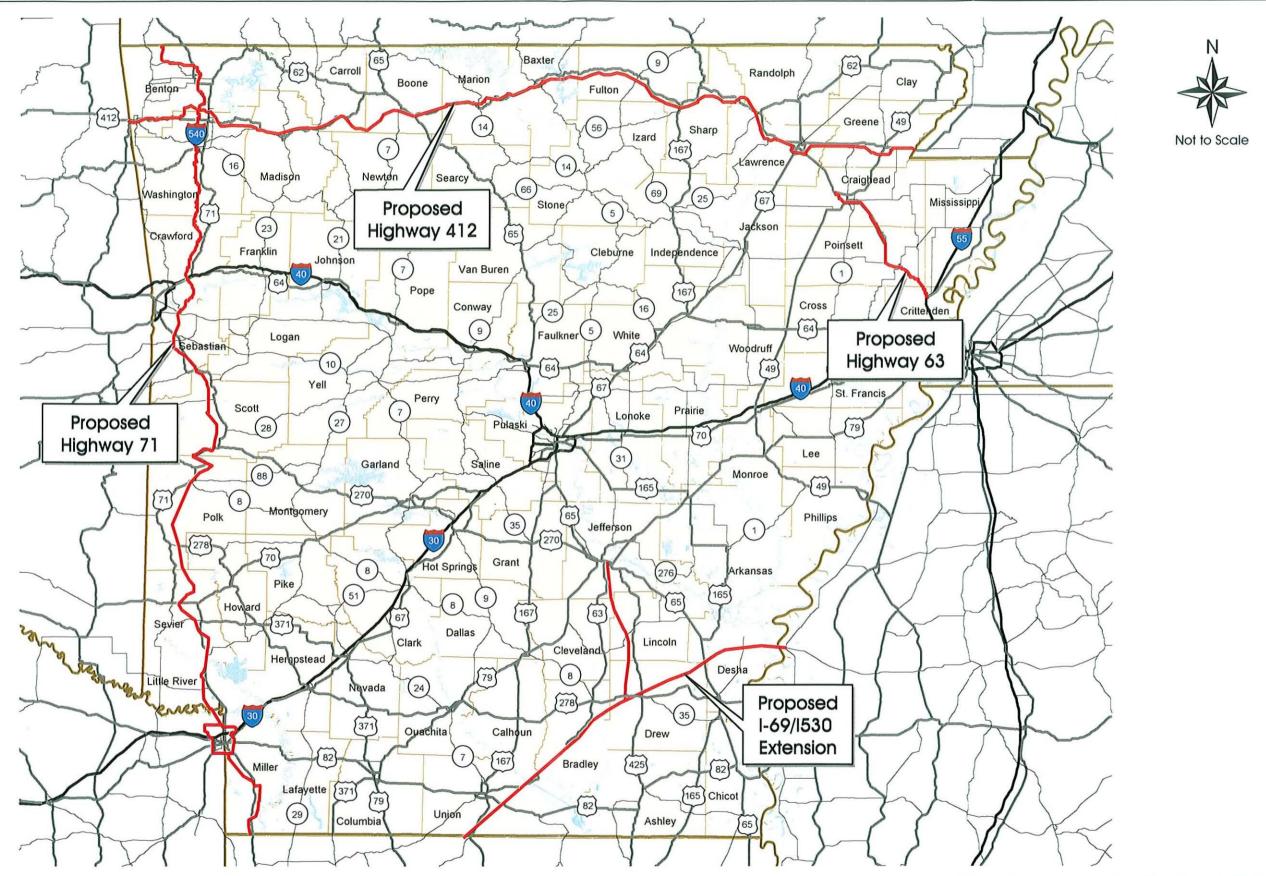
WSA personnel conducted an extensive route reconnaissance effort to familiarize themselves with each corridor. All relevant routes within the project corridors were driven. Information gathered on each of the projects included the number of lanes, signing, traffic control as well as roadside topography. This effort allowed a verification process to occur of data received from the files of AHTD for use as input to both the development of a synthetic highway network/model for Highways 71, 412 and 63, and the traffic simulation model used in preparing the forecast estimates for I-69/I-530 Extension. The location of the four High Priority Corridors is depicted in Figure 1. A brief description follows of the physical characteristics of each corridor, as well as an indication of potential interchange locations and toll collection facilities along each project.

PROPOSED HIGHWAY 71 IMPROVEMENT CORRIDOR

Located along the entire western border of the state, this proposed highway improvement project extends approximately 294 miles from Route H near Pineville, Missouri in the north to the Louisiana state line in the south. When completed, the 294 mile project would provide a facility constructed to interstate standards with 22 tolled interchanges and 6 mainline toll plazas. It should be noted that it is recognized that Highway 71 must come to logical termini even if this requires crossing into adjacent states. Therefore, construction costs associated with and toll revenue generated by the 22 tolled interchanges and 6 mainline toll plazas including these logical connections in Missouri and Texas, have been included in the overall financial analysis. This project can be disaggregated into five distinct sections based on various Environmental Assessments (EA) or Environmental Impact Statements (EIS) completed or underway.

The first section of almost 19 miles with 5 ramp toll plazas, would begin near Pineville, Missouri extending south bypassing Bella Vista Village to the west and would consist of the construction of a new highway on relocated alignment. The alignment continues in a southeasterly direction to an interchange at Highway 71/Business 71 near Bentonville, Arkansas. The final EIS has been completed for this section which would be constructed as a four-lane divided freeway with fully controlled access. Within this section, currently programmed widening improvements along the existing Highway 71 would be implemented and existing Highway 71 would remain in operation.

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LOCATION MAP - HIGH PRIORITY CORRIDORS



The second section, approximately 65 miles in length, containing one (1) mainline toll plaza, begins at the interchange of Highway 71/Business 71 near Bentonville and continues south along the existing relocated Highway 71 (Interstate 540) until it terminates at Interstate 40 near the town of Alma. This section has already been constructed as a four-lane, divided freeway with fully controlled access. No proposed improvements would be considered for this portion of the existing Highway 71 facility. In addition because of the restriction on implementing tolls on connecting facilities to the interstate highway system, the segment immediately south of where the proposed highway interchanges with I-40 west of Fort Smith will also be toll-free.

The third and longest section, approximately 122 miles with 12 ramp and 3 mainline toll plazas would begin at Interstate 40 near Alma extending south on new alignment along the existing Highway 71 corridor. This section passes through Crawford, Sebastian, Scott, Polk and Sevier counties until it reaches Highway 70 in DeQueen. The final EIS has been completed for this section of the proposed four-lane divided, fully-controlled access freeway improvement.

The fourth section with 2 ramp and 1 mainline toll plazas is 59 miles in length, extends from Highway 70 in DeQueen, running on new alignment along Highway 71 for approximately 22 miles until it joins the Texarkana northern loop on the south side of the Little River floodplain. The northern loop is approximately 37 miles which connects with the south loop at Interstate 30 on the west side of Texarkana, Texas and Highway 67 on the east side of Texarkana, Arkansas. The Draft Supplemental EIS has been completed for this proposed four-lane, divided freeway with fully-controlled access.

The fifth and final section with 3 ramp and 1 mainline toll plazas is 29 miles in length, would begin on the southeast side of Texarkana approximately 1.5 miles east of the Arkansas/Texas state line. At this point the alignment extends in a southeasterly direction, generally paralleling the existing two-lane Highway 71 to the west. Near Fouke, Arkansas, the alignment turns south, crossing the Sulphur River east of the existing Highway 71 bridge. The project then passes east of Doddridge before reaching the Louisiana state line near Ida, Louisiana. This section of the proposed highway would be constructed as a four-lane divided facility with fully-controlled access and built to interstate standards. The final EIS has been completed for this section.

PROPOSED HIGHWAY 412 IMPROVEMENT CORRIDOR

Proposed Highway 412 extends in an east-west orientation along northern Arkansas from the Oklahoma state line on the west traveling eastward to a terminus at the Missouri state line. The proposed Highway 412 project would be constructed as a controlled-access tolled facility on new alignment and is expected to cover a distance of approximately 269 miles. The proposed project includes a bypass around the towns of Siloam Springs, Springdale, Harrison, Mountain Home, Walnut Ridge and Paragould.

Highway 412 will incorporate 26 interchanges, of which 18 will be tolled in one direction. The proposed facility will also include 7 mainline toll plazas along its total 269 miles. The entire corridor has been segregated into sections of practical lengths as follows:

Oklahoma state line to Springdale Bypass;



- Springdale Bypass;
- Springdale Bypass to Highway 65 north;
- Highway 65 north to Highway 65 south (Harrison);
- Highway 65 south to Walnut Ridge/Hoxie Bypass;
- Walnut Ridge/Hoxie Bypass to Paragould Bypass;
- Paragould Bypass; and
- Paragould Bypass to Missouri state line.

Previous studies conducted regarding proposed Highway 412 include the Highway 412 Corridor Planning Study - Final Report dated December 1997. This study examined the potential of upgrading Highway 412 on existing alignment from Mountain Home to the Missouri state line. In addition, AHTD has completed an MIS analysis and is currently conducting an EIS analysis regarding the Springdale Bypass portion of the proposed Highway 412 facility.

PROPOSED HIGHWAY 63 IMPROVEMENT CORRIDOR

Highway 63 is an existing north-south roadway traversing the state from the Louisiana border south of El Dorado, Arkansas to the Missouri border near Mammoth Spring, Arkansas. This study involves only that portion of existing Highway 63 which travels in a northwesterly direction between I-55 in Crittenden County, Arkansas, through the city of Jonesboro, Arkansas, to the Missouri state line near Mammoth Spring, Arkansas. The segment of existing Highway 63 between I-55 and the junction with SH 91 northwest of Jonesboro, Arkansas, has been improved to a 4-lane divided highway. It is this section of Highway 63 which is currently being considered under a controlled access tolled scenario with additional frontage roads being added along segments as needed. The total length of the proposed toll project is approximately 46 miles with 16 interchanges. Movements from one-direction at 4 of the 16 interchanges would be tolled. The remaining movements and the other 12 interchanges are toll-free. In addition, there would be 4 mainline toll plazas along the facility.

PROPOSED I-69/I-530 EXTENSION HIGHWAY IMPROVEMENT CORRIDOR

The proposed I-69/I-530 Extension is a combination of Arkansas' portion of the proposed I-69 (Corridor 18) project and an extension of I-530 near Pine Bluff to the proposed I-69 (Corridor 18). The proposed I-69 (Corridor 18) has a total length of over 1,600 miles consisting of an extension of the existing I-69 near Port Huron, Michigan, and the border with Canada to an area near McAllen/Brownsville, Texas and the border with Mexico. The entire corridor has been broken into sections of practical lengths; with three (3) sections of the roadway being located within Arkansas.

For the analysis of I-69 as a proposed toll facility in Arkansas, WSA utilized the same three (3) Arkansas sections defined in the Corridor 18 Study identified as numbers 12, 13 and 14. The study corridor begins at the Louisiana state line near Junction City, Arkansas, and extends north to El Dorado, then travels in a northeast direction to Monticello, Arkansas, continuing easterly to McGehee, Arkansas, and ending with a crossing of the Mississippi River into Bolivar County, Mississippi, ending with a connection to Mississippi Route 1. Construction costs associated with this terminus is included in the overall financing analysis. This portion of the proposed I-69 is approximately 129 miles in length.



The remaining segment of the proposed I-69/I-530 Extension is approximately 42 miles in length extending from the proposed I-69 alignment near US 278 and Monticello, Arkansas, due north to a terminus with I-530 near Pine Bluff, Arkansas.

There are 12 interchanges along the proposed I-69/I-530 Extension excluding the junction between I-69 and the extension to I-530. Of the 12 interchanges, 5 would be tolled in one direction, with an additional 5 mainline toll plazas along I-69 and 2 mainline toll plazas along the extension of I-530.

A through trip traveling along the proposed I-69 portion of the facility between Louisiana and Mississippi would be approximately 129 miles. A through trip utilizing the western portion of proposed I-69 from the Louisiana state line to the proposed I-530 Extension continuing north on the proposed I-530 Extension to Pine Bluff, Arkansas, would be approximately 114 miles. A through trip between Pine Bluff, Arkansas, along the proposed I-530 Extension to the proposed I-69 then continuing east to Mississippi would be approximately 99 miles in length.

PROJECT METHODOLOGY

This section describes the two-prong methodological approach used to forecast travel demand within each of the High Priority Corridors. A computer traffic simulation model was utilized to forecast traffic volumes under a toll-free scenario for the proposed I-69/I-530 project corridor. The other three projects utilized a manual assignment process for the demand analysis.

WSA is currently involved in the full 1,600-mile alignment study of I-69 (Corridor 18) extending from the Mexican border near McAllen/Brownsville, Texas, northeast to Port Huron, Michigan, and the border with Canada. As part of this study, WSA has developed a computer traffic simulation model which assumed the entire 1,600-mile alignment is constructed. Traffic simulation assignments were completed at 1995 and 2020 levels under a toll-free scenario assuming the full 1,600-mile project opened to traffic instantaneously. The basic analysis included the estimated impacts of commercial vehicle traffic as a result of the North American Free Trade Agreement (NAFTA). The traffic simulations also included the proposed I-530 Extension. The model simulations were used to develop the travel demand estimates for this corridor. Additionally, a select link assignment was done to aid in the identification of potential origins and destinations within Arkansas.

A manual toll diversion analysis, as described below, was utilized to develop the traffic volume estimates under a tolled scenario. This diversion analysis was utilized for each of the project corridors to estimate the potential trips that could use the proposed toll facilities. The potential market of trips was identified by examining 1999 average daily traffic volumes on the existing route as well as other parallel routes which would serve as alternate roads to the proposed project. The 1999 traffic volumes were supplied by the AHTD. Major origins and destinations were identified along the project corridor, and the total potential universe of trips was disaggregated into discrete movements between the identified origins and destinations. For each movement in the corridor, the cost of making the trip on the project was compared to the cost of



making the same trip on the alternative existing road. These costs associated with trip making consist of three items: the distance traveled; the time it takes to make the trip; and any toll costs associated with the trip. All costs are expressed in dollars by applying a value-of-time and a cost-per-mile to the travel-time and the distance, respectively. The value-of-time and the cost-per-mile are different for passenger cars and trucks. A percentage of trips on the alternate road are diverted onto the project based on a cost ratio, that compares the cost of the trip on the project to the cost of the trip on the existing road.

Toll plazas on each of the facilities were located based on a review of 1999 ADT volumes, interchange spacing and optimum efficiency. Toll collection was analyzed under two scenarios, a closed-barrier and an open-barrier system. Under the closed-barrier system, toll plazas are placed along selected mainline segments and ramp locations resulting in all travel movements paying a toll, with few exceptions. Under an open-barrier system, movements are tolled only through mainline plazas. There are no ramp plazas. Under this system of toll collection, the construction costs are reduced with a proportionately smaller reduction in toll revenues.

A review was made of per-mile toll rates for passenger cars and commercial vehicles now charged on comparable turnpikes in neighboring Oklahoma and nearby Kansas. Four unique toll schedules were developed for each project ranging from \$0.04 to \$0.10 per mile for passenger cars with commercial vehicle rates proportionately higher ranging from \$0.10 to \$0.22 per mile. A very cursory toll sensitivity test was conducted based on the four alternate toll schedules.

Potential trips on any of the projects are partly dependent on the toll rates. Different toll rates were tested on each of the projects. Using these rates, assignments were made once the potential trips on each of the projects were identified at 1999 levels. Future traffic volumes were then developed at 2005 and 2025 levels. Growth rates were determined by analyzing historic growth rates on various roads in Arkansas, and the economic potential for increased traffic growth. In addition, induced trips are then added to the project. These are trips that are not currently being made in the corridor; they are created due to the influence of a significant roadway improvement that improves transportation in the area. Based on these growth rates, traffic estimates were developed for the forecast period (2005 through 2045).

PROPOSED TOLL COLLECTION CONCEPTS AND TOLLS

As discussed previously, the four High Priority Corridor projects were analyzed under two toll collection system alternatives. The first, a closed-barrier system, and the second, an open-barrier system of toll collection. Proposed toll collection concepts were developed for each of the high priority corridor projects under both toll collection system alternatives. Passenger car tolls, as well as average commercial vehicle tolls were then calculated for each mainline and ramp toll plaza location to determine the overall sensitivity to tolls under the various per mile toll rates tested. Based on this analysis an "optimum" per mile toll rate was determined at 2005 levels for the four High Priority Corridor projects.



Subsequent to calculating these "optimum" toll rates, toll increases at 10-year increments were implemented recognizing a 3.0 percent per year inflation rate. This section presents schematics indicating the locations of mainline and ramp toll plaza locations, along with passenger car and average commercial vehicle tolls under the four High Priority Corridor project configurations (see Figures 2 through 5). In addition, passenger car and average commercial vehicle tolls assuming toll increases at 10-year intervals are presented in Tables 1 through 4 for each of the High Priority Corridor projects.

PROPOSED HIGHWAY 71 IMPROVEMENT CORRIDOR

The proposed toll collection concept, passenger car and average commercial vehicle tolls for proposed Highway 71 are presented in Figure 2. Under a closed-barrier system of toll collection Highway 71 would incorporate 6 mainline toll plazas and position ramp toll plazas at 22 of its 54 interchange locations, as shown in Figure 2. Passenger cars will be assessed a toll of \$2.00 at each mainline plaza and commercial vehicles an average toll of \$4.50 equaling a through trip toll charge of \$12.00 for passenger cars and \$27.00 for commercial vehicles. These tolls translate to through trip per mile rates of \$0.041 and \$0.092, respectively.

Passenger car tolls at ramp plaza locations range from a low of \$0.25 to a high of \$1.50. Average commercial vehicle tolls range between \$1.00 and \$3.50 at ramp toll plaza locations. Under the open-barrier system of toll collection only mainline toll plazas would be positioned along Highway 71 and would assess the same tolls assumed under the closed-barrier system. All ramp toll plazas would be eliminated.

As shown in Figure 2, proposed Highway 71 would provide toll-free travel along selected portions of the facility. The longest section is located along the existing portion of I-540 between Highway 72 in Bentonville and I-40. Toll-free travel is allowed in this section due to the frequency of existing interchanges as well as the increased costs associated with reconstructing these existing interchanges to accommodate toll collection. The other section is located in the area where the proposed facility intersects with I-40 east of Fort Smith and I-30 in the vicinity of the Texarkana loop. These sections were left toll-free to accommodate motorists wishing to access existing interstate facilities via the project with the opportunity to enter and/or exit the proposed project prior to paying a toll.

Table 1 presents proposed Highway 71 passenger car and average commercial vehicle tolls at 2005, 2015, 2025 and 2035 levels assuming an annual inflation rate of 3.0 percent per year. Mainline passenger car tolls range between \$2.00 and \$4.75 with average commercial vehicle tolls ranging between \$4.50 and \$10.75. These tolls translate to passenger car through trip per mile toll rates of \$0.041 in 2005, increasing to \$0.056 in 2015, increasing to \$0.071 during 2025 and finally reaching \$0.097 by 2035. Commercial vehicle per mile toll rates equal \$0.092, \$0.128, \$0.163 and \$0.219 in 2005, 2015, 2025 and 2035, respectively.

PROPOSED HIGHWAY 412 IMPROVEMENT CORRIDOR

The proposed toll collection concept, passenger car and average commercial vehicle tolls for Highway 412 are presented in Figure 3. Under a closed-barrier system of toll collection

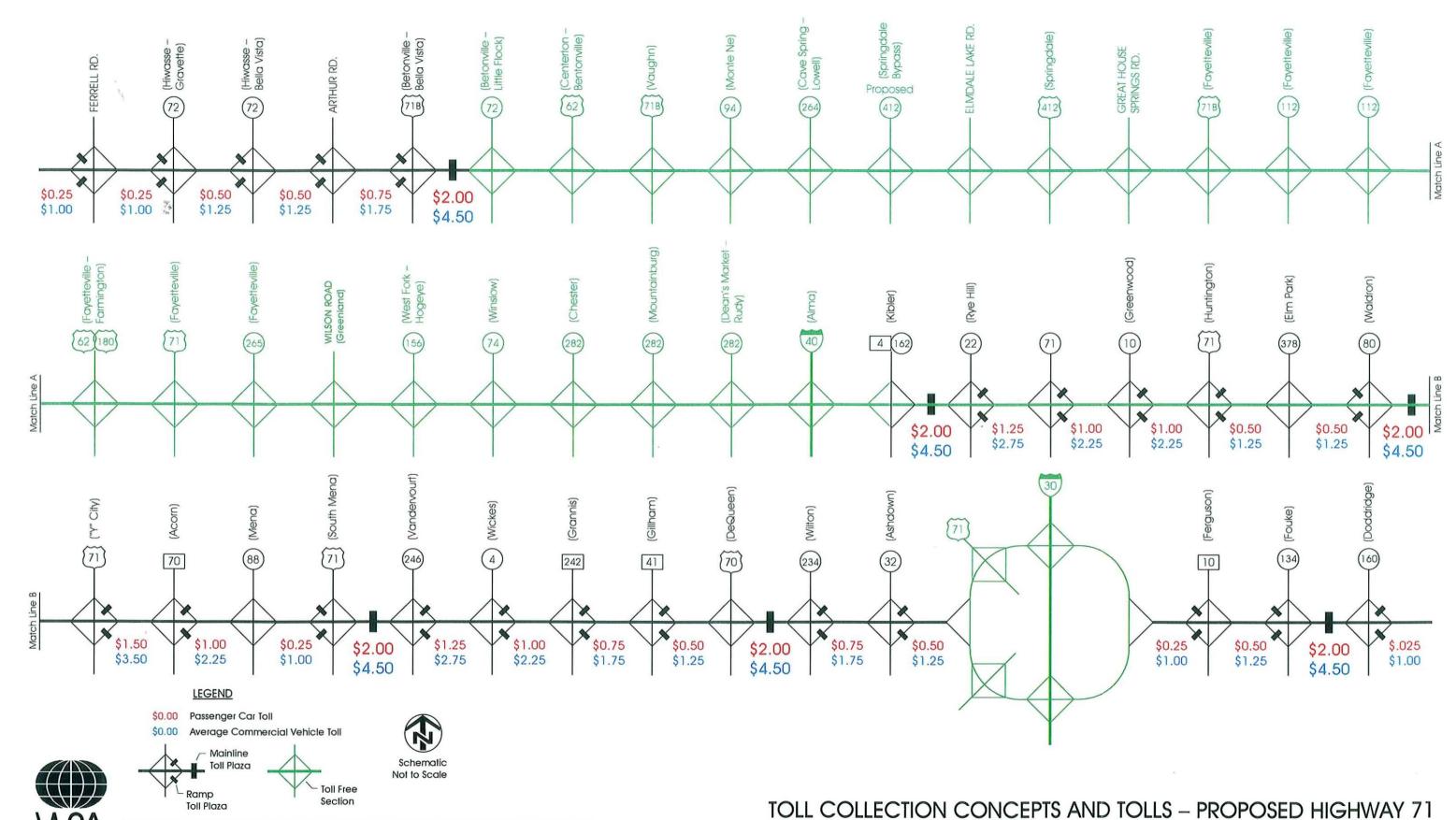




Table 1
Proposed Schedule of Tolls
Proposed Highway 71

				losed-Barrier Tol	l Collection Sy	stem		
	Ye	ar 2005	Ye	Year 2015		ar 2025	Ye	ar 2035
Toll Plaza	Passenger Car Toll	Commercial Vehicle Average Toll	Passenger Car Toll	Commercial Vehicle Average Toll	Passenger Car Toll	Commercial Vehicle Average Toll	Passenger Car Toll	Commercial Vehicle Average Toll
C.R. 34 Ramps	\$0.25	\$1.00	\$0.25	\$1.00	\$0.50	\$1.25	\$0.50	\$1.25
S.H. 72 Ramps	0.25	1.00	0.25	1.00	0.50	1.25	0.50	1.25
S.H. 72 Ramps	0.50	1.25	0.75	1.75	1.00	2.25	1.25	2.75
C.R. 49 Ramps	0.50	1.25	0.75	1.75	1.00	2.25	1.25	2.75
U.S. 71 Bus. Ramps	0.75	1.75	1.00	2.25	1.25	2.75	1.75	4.00
Mainline Plaza East of U.S. 71 Bus.	2.00	4.50	2.75	6.25	3.50	8.00	4.75	10.75
Mainline Plaza North of S.H. 22	2.00	4.50	2.75	6.25	3.50	8.00	4.75	10.75
S.H. 22 Ramps	1.25	2.75	1.75	4.00	2.25	5.00	3.00	6.75
S.H. 71 Ramps	1.00	2.25	1.25	2.75	1.75	4.00	2.50	5.75
S.H. 10 Ramps	1.00	2.25	1.25	2.75	1.75	4.00	2.50	5.75
U.S. 71 Ramps	0.50	1.25	0.75	1.75	1.00	2.25	1.25	2.75
S.H. 80 Ramps	0.50	1.25	0.75	1.75	1.00	2.25	1.25	2.75
Mainline Plaza South of S.H. 80	2.00	4.50	2 75	6.25	3.50	8.00	4.75	10.75
U.S. 71 Ramps (Y City)	1.50	3.50	2.00	4.50	2.75	6.25	3.75	8.50
C.R. 70 Ramps (North of S.H. 88)	1.00	2.25	1.25	2.75	1.75	4.00	2.50	5.75
U.S. 71 Ramps (South of S.H. 88)	0.25	1.00	0.25	1.00	0.50	1.25	0.50	1.25
Mainline Plaza North of S.H. 246	2.00	4.50	2.75	6.25	3.50	8.00	4.75	10.75
S.H. 246 Ramps	1.25	2.75	1.75	4.00	2.25	5.00	3.00	6.75
S.H. 4 Ramps	1.00	2.25	1.25	2.75	1.75	4.00	2.50	5.75
C.R. 242 Ramps (South of S.H. 4)	0.75	1.75	1.00	2.25	1.25	2.75	1.75	4.00
C.R. 41 Ramps (North of U.S. 70)	0.50	1.25	0.75	1.75	1.00	2.25	1.25	2.75
Mainline Plaza South of U.S. 70	2.00	4.50	2.75	6.25	3.50	8.00	4.75	10.75
S.H. 234 Ramps	0.75	1.75	1.00	2.25	1.25	2.75	1.75	4.00
S.H. 32 Ramps	0.50	1.25	0 75	1.75	1.00	2.25	1.25	2.75
C.R. 10 Ramps (Ferguson)	0.25	1.00	0.25	1.00	0.50	1.25	0.50	1.25
S.H. 134 Ramps (Fouke)	0.50	1.25	0 75	1.75	1.00	2.25	1.25	2.75
Mainline Plaza South of Fouke	2.00	4.50	2.75	6.25	3.50	8.00	4.75	10.75
S.H. 160 Ramps	0.25	1.00	0.25	1.00	0.50	1.25	0.50	1.25

	Open-Barrier Toll Collection System									
	Yea	r 2005	Yea	г 2015	Yea	r 2025	Year 2035			
Toll Plaza	Passenger Car Toll	Commercial Vehicle Average Toll	Passenger Car Toll	Commercial Vehicle Average Toll	Passenger Car Toll	Commercial Vehicle Average Toll	Passenger Car Toll	Commercial Vehicle Average Toll		
Mainline Plaza East of U.S. 71 Bus.	\$2.00	\$4.50	\$2.75	\$6.25	\$3.50	\$8.00	\$4.75	\$10.75		
Mainline Plaza North of S.H. 22	2.00	4.50	2.75	6.25	3.50	8.00	4.75	10.75		
Mainline Plaza South of S.H. 80	2.00	4.50	2 75	6.25	3.50	8.00	4.75	10.75		
Mainline Plaza North of S.H. 246	2.00	4.50	2.75	6.25	3.50	8.00	4.75	10.75		
Mainline Plaza South of U.S. 70	2.00	4.50	2.75	6.25	3.50	8.00	4.75	10.75		
Mainline Plaza North of S.H. 160	2.00	4.50	2.75	6.25	3.50	8.00	4.75	10.75		



Highway 412 would incorporate 7 mainline toll plazas and position ramp toll plazas at 18 of its 26 interchange locations, as shown in Figure 3. Passenger cars will be assessed a toll of \$2.00 at each mainline plaza and commercial vehicles an average of \$4.50 equaling a through trip toll charge of \$14.00 for passenger cars and \$31.50 for commercial vehicles. These tolls translate to through trip per mile rates of \$0.052 and \$0.117, respectively.

Passenger car tolls at ramp plaza locations range from a low of \$0.25 to a high of \$1.50. Average commercial vehicle tolls range between \$1.00 and \$3.50 at ramp toll plaza locations. Under the open-barrier system of toll collection only mainline toll plazas would be positioned along proposed Highway 412 and would assess the same tolls assumed under the closed-barrier system. All ramp toll plazas would be eliminated.

The only free travel allowed along proposed Highway 412 would be provided where existing I-540 intersects with the proposed facility along the Springdale Bypass. Again, this was done to accommodate movements wishing to access existing interstate facilities before having to pay a toll. This is typically done when constructing new toll facilities to retain free access to existing interstate facilities. However, this does not imply that this portion of the Springdale Bypass could not be tolled in the future.

Table 2 presents proposed Highway 412 passenger car and average commercial vehicle tolls at 2005, 2015, 2025 and 2035 levels assuming an annual inflation rate of 3.0 percent per year. Mainline passenger car tolls range between \$2.00 and \$4.75 with average commercial vehicle tolls ranging between \$4.50 and \$10.75. These tolls translate to passenger car through trip per mile toll rates of \$0.052 in 2005, increasing to \$0.072 in 2015, increasing to \$0.091 during 2025 and finally reaching \$0.124 by 2035. Commercial vehicle per mile toll rates equal \$0.117, \$0.163, \$0.208 and \$0.280 in 2005, 2015, 2025 and 2035, respectively.

PROPOSED HIGHWAY 63 IMPROVEMENT CORRIDOR

The proposed toll collection concept, passenger car and average commercial vehicle tolls for proposed Highway 63 are presented in Figure 4. Under a closed-barrier system of toll collection proposed Highway 63 would incorporate 4 mainline toll plaza and position ramp toll plazas at 4 of its 16 interchange locations, as shown in Figure 4. Passenger cars will be assessed a toll of \$0.50 at each mainline plaza and commercial vehicles an average of \$1.25 equaling a through trip toll charge of \$2.00 for passenger cars and \$5.00 for commercial vehicles. These tolls translate to through trip per mile rates of \$0.043 and \$0.109, respectively.

Passenger car tolls at ramp plaza locations range from a low of \$0.25 to a high of \$0.50. Average commercial vehicle tolls range between \$1.00 and \$1.25 at ramp toll plaza locations. Under the open-barrier system of toll collection only mainline toll plazas would be positioned along proposed Highway 63 and would assess the same tolls assumed under the closed-barrier system. All ramp toll plazas would be eliminated.

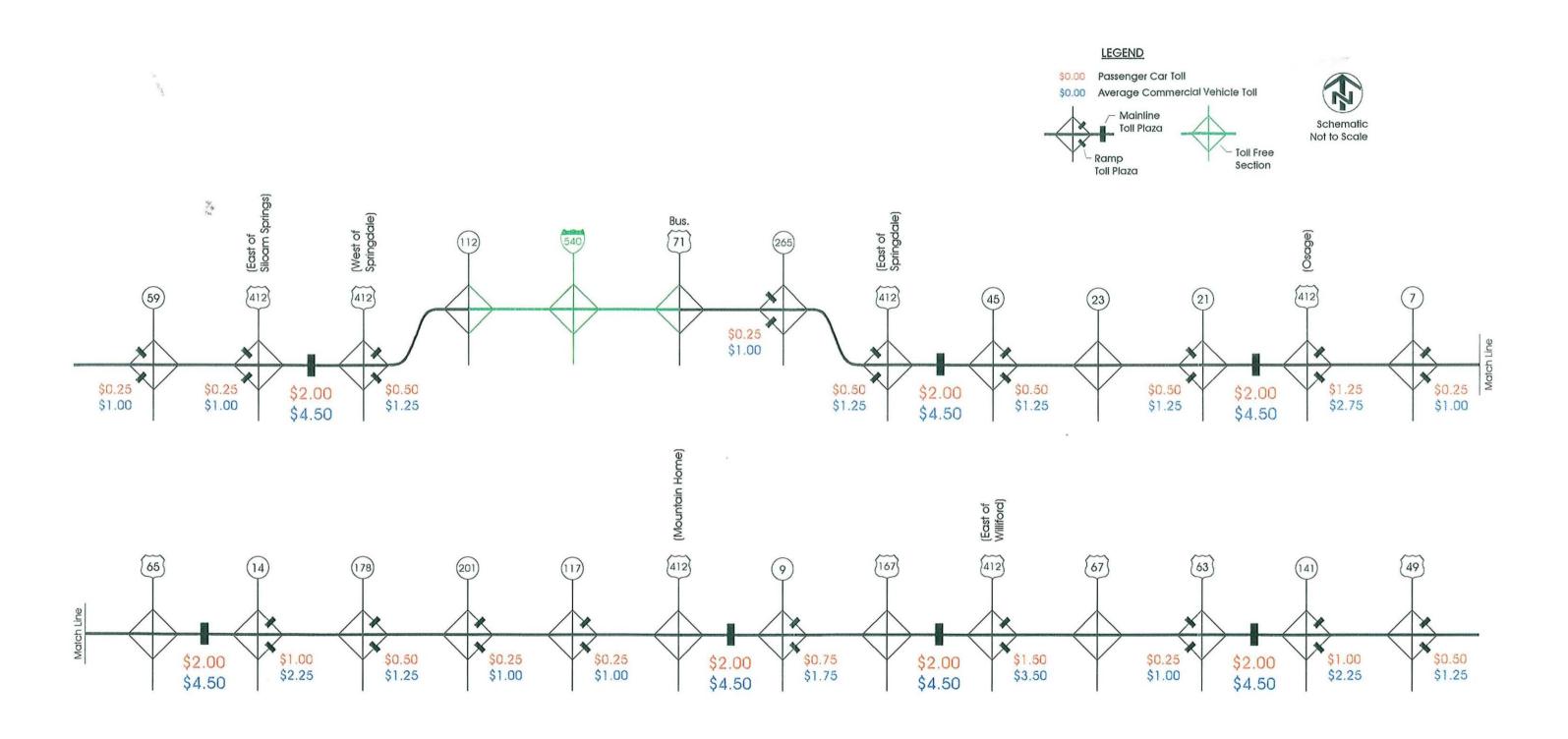


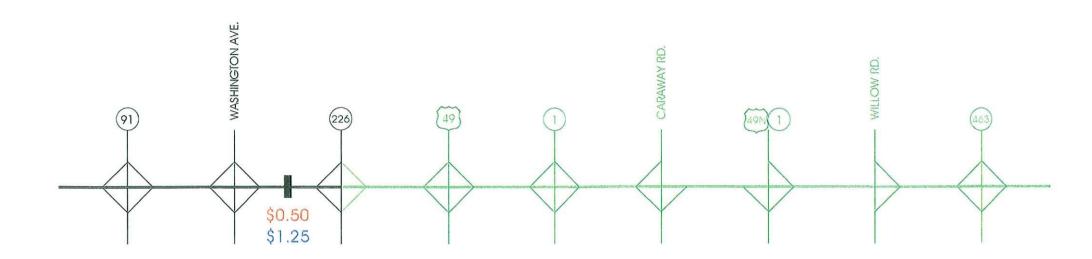


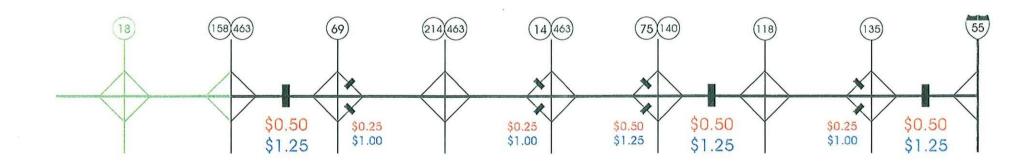


Table 2 Proposed Schedule of Tolls Proposed Highway 412

		Closed-Barrier Toll Collection System									
	Yes	r 2005	Ye	r 2015	Ye	ar 2025	Yes	r 2035			
Toll Plaza	Passenger Car Toll	Commercial Vehicle Average Toll	Passenger Car Toll	Commercial Vehicle Average Toll	Passenger Car Toll	Commercial Vehicle Average Toll	Passenger Car Toll	Commercial Vehicle Average Toll			
S.H. 59 Ramps	\$0.25	\$1.00	\$0.25	\$1.00	\$0.50	\$1.25	\$0.50	\$1.25			
U.S. 412 Ramps	0.25	1.00	0.25	1.00	0.50	1.25	0.50	1.25			
Mainline Plaza West of Springdale	2.00	4.50	2.75	6.25	3.50	8.00	4.75	10.75			
U.S. 412 Ramps	0.50	1.25	0.75	1.75	1.00	2.25	1.25	2.75			
S.H. 265 Ramps	0.25	1.00	0.25	1.00	0.50	1.25	0.50	1.25			
U.S. 412 Ramps	0.50	1.25	0.75	1.75	1.00	2.25	1.25	2.75			
Mainline Plaza East of Springdale	2.00	4.50	2.75	6.25	3.50	8.00	4.75	10.75			
S.H. 45 Ramps	0.50	1.25	0.75	1.75	1.00	2.25	1.25	2.75			
S.H. 21 Ramps	0.50	1.25	0.75	1.75	1.00	2.25	1.25	2.75			
Mainline Plaza East of S.H. 21	2.00	4.50	2.75	6.25	3.50	8.00	4.75	10.75			
U.S. 412 Ramps	1.25	2.75	1.75	4.00	2.25	5.00	3.00	6.75			
S.H. 7 Ramps	0.25	1.00	0.25	1.00	0.50	1.25	0.50	1.25			
Mainline Plaza of U.S. 65	2.00	4.50	2.75	6.25	3.50	8.00	4.75	10.75			
S.H. 14 Ramps	1.00	2.25	1.25	2.75	1.75	4.00	2.50	5.75			
S.H. 178 Ramps	0.50	1.25	0.75	1.75	1.00	2.25	1.25	2.75			
S.H. 201 Ramps	0.25	1.00	0.25	1.00	0.50	1.25	0.50	1.25			
S.H. 117 Ramps	0.25	1.00	0.25	1.00	0.50	1.25	0.50	1.25			
Mainline Plaza West of S.H. 9	2.00	4.50	2.75	6.25	3.50	8.00	4.75	10.75			
S.H. 9 Ramps	0.75	1.75	1.00	2.25	1.25	2.75	1.75	4.00			
Mainline Plaza East of S.H. 167	2.00	4.50	2.75	6.25	3.50	8.00	4.75	10.75			
U.S. 412 Ramps	1.50	3.50	2.00	4.50	2.75	6.25	3.75	8.50			
U.S. 63 Ramps	0.25	1.00	0.25	1.00	0.50	1.25	0.50	1.25			
Mainline Plaza East of U.S. 63	2.00	4.50	2.75	6.25	3.50	8.00	4.75	10.75			
S.H. 141 Ramps	1.00	2.25	1.25	2.75	1.75	4.00	2.50	5.75			
U.S. 49 Ramps	0.50	1.25	0.75	1.75	1.00	2.25	1.25	2.75			

	Open-Barrier Toll Collection System								
	Yes	r 2005	Year 2015		Year 2025		Year 2035		
Toll Plaza	Passenger Car Toll	Commercial Vehicle Average Toll	Passenger Car Toll	Commercial Vehicle Average Toll	Passenger Car Toll	Commercial Vehicle Average Toll	Passenger Car Toll	Commercial Vehicle Average Toll	
Mainline Plaza West of Springdale	\$2.00	\$4.5 0	\$2.75	\$6.25	\$3.50	\$8.00	\$4.75	\$10.75	
Mainline Plaza East of Springdale	2.00	4.50	2.75	6.25	3.50	8.00	4.75	10.75	
Mainline Plaza East of S.H. 21	2.00	4.50	2.75	6.25	3.50	8.00	4.75	10.75	
Mainline Plaza of U.S. 65	2.00	4.50	2.75	6.25	3.50	8.00	4.75	10.75	
Mainline Plaza West of S.H. 9	2.00	4.50	2.75	6.25	3.50	8.00	4.75	10.75	
Mainline Plaza East of S.H. 167	2.00	4.50	2.75	6.25	3.50	8.00	4.75	10.75	
Mainline Plaza East of U.S. 63	2.00	4.50	2.75	6.25	3.50	8.00	4.75	10.75	





LEGEND

14 m

\$0.00 Passenger Car Toll

\$0.00 Average Commercial Vehicle Toll









As shown in Figure 4, Proposed Highway 63 would provide toll-free travel along a selected portion of the facility. This section is located along the portion of Highway 63 between Highway 226 and Highway 158/463 in Jonesboro. Toll-free travel is allowed in this section due to the frequency of existing interchanges as well as the increased costs associated with reconstructing these existing interchanges to accommodate toll collection.

Table 3 presents proposed Highway 63 passenger car and average commercial vehicle tolls at 2005, 2015, 2025 and 2035 levels assuming an annual inflation rate of 3.0 percent per year. Mainline passenger car tolls range between \$0.50 and \$1.25 with average commercial vehicle tolls ranging between \$1.25 and \$2.75. These tolls translate to passenger car through trip per mile toll rates of \$0.043 in 2005, increasing to \$0.065 in 2015, increasing to \$0.087 during 2025 and finally reaching \$0.109 by 2035. Commercial vehicle per mile toll rates equal \$0.109, \$0.152, \$0.196 and \$0.239 in 2005, 2015, 2025 and 2035, respectively.

Proposed I-69/I-530 Extension Highway Improvement Corridor

The proposed toll collection concept, passenger car and average commercial vehicle tolls for proposed I-69/I-530 Extension are presented in Figure 5. Under a closed-barrier system of toll collection the proposed I-69 portion would employ 5 mainline plazas and position ramp plazas at 3 interchanges as shown in Figure 5. Passenger cars will be assessed a toll of \$1.00 at each mainline plaza and commercial vehicles an average toll of \$2.25. Passenger car tolls at ramp plaza locations are \$0.50 and commercial vehicle tolls \$1.25. The proposed I-530 Extension would incorporate 2 mainline toll plazas with ramp plazas located at 2 of its interchanges. Passenger cars would be assessed a toll of \$0.75 at mainline locations and \$0.25 at ramp plaza locations. Commercial vehicle average tolls equal \$1.75 at mainline and \$1.00 at ramp plaza locations.

Patrons traveling as a through trip along proposed I-69 would pay a passenger car toll of \$5.00 and a commercial vehicle toll of \$11.25 translating to per mile toll rates of \$0.039 and \$0.087, respectively. Motorists traveling from the western terminus of proposed I-69 to the northern terminus of proposed I-530 Extension would be charged a passenger car toll of \$4.50 and commercial vehicles an average toll of \$10.25 equaling per mile toll rates of \$0.039 and \$0.088, respectively. Vehicles traveling from the northern terminus at the proposed I-530 Extension to the eastern terminus of proposed I-69 would be assessed a passenger car toll of \$3.50 and an average commercial vehicle toll of \$8.00, translating to per mile toll rates of \$0.035 and \$0.081, respectively.

Table 4 presents proposed I-69/I-530 Extension passenger car and average commercial vehicle tolls at 2005, 2015, 2025 and 2035 levels assuming an annual inflation rate of 3.0 percent per year. Mainline passenger car tolls range between \$0.75 and \$1.75 with average commercial vehicle tolls ranging between \$1.75 and \$4.00.

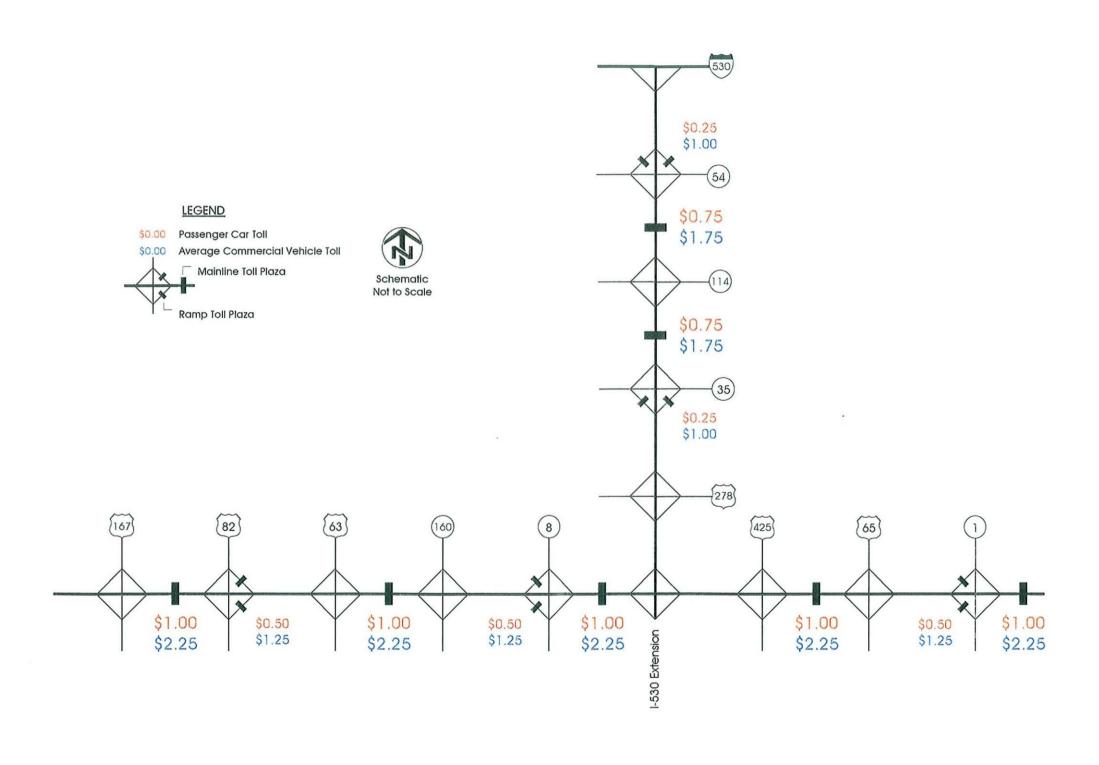
Table 3
Proposed Schedule of Tolls
Proposed Highway 63

Closed-Barrier Toll Collection System

	Year 2005		Yea	r 2015	Yea	r 2025	Yea	г 2035
	Passenger	Commercial	Passenger	Commercial	Passenger	Commercial	Passenger	Commercial
	Car	Vehicle	Car	Vehicle	Car	Vehicle	Car	Vehicle
Toll Plaza	Toll	Average Toll						
Mainline Plaza North of I-55	\$0.50	\$1.25	\$0.75	\$1.75	\$1.00	\$2.25	\$1.25	\$2.75
S.H. 135 Ramps	0.25	1.00	0.25	1.00	0.25	1.00	0.25	1.00
Mainline Plaza North of S.H. 118	0.50	1.25	0.75	1.75	1.00	2.25	1.25	2.75
S.H. 75/140 Ramps	0.50	1.25	0.50	1.25	0.75	1.75	1.00	2.25
S.H. 14 Ramps	0.25	1.00	0.25	1.00	0.50	1.25	0.50	1.25
S.H. 69 Ramps	0.25	1.00	0.50	1.25	0.50	1.25	0:75	1.75
Mainline Plaza North of S.H. 69	0.50	1.25	0.75	1.75	1.00	2.25	1.25	2.75
Mainline Plaza North of S.H. 49	0.50	1.25	0.75	1.75	1.00	2.25	1.25	2.75

Open-Barrier Toll Collection System

				•			and the second s	
Yea	Year 2005		Year 2015		Year 2025		Year 2035	
Passenger Car	Commercial Vehicle	Passenger Car	Commercial Vehicle	Passenger Car	Commercial Vehicle	Passenger Car	Commercial Vehicle	
Toll	Average Toll	Toll	Average Toll	Toll	Average Toll	Toll	Average Toll	
\$0.50	\$1.25	\$0.75	\$1.75	\$1.00	\$2.25	\$1.25	\$2.75	
0.50	1.25	0.75	1.75	1.00	2.25	1.25	2.75	
0.50	1.25	0.75	1.75	1.00	2.25	1.25	2.75	
0.50	1.25	0.75	1.75	1.00	2.25	1.25	2.75	
	Passenger Car Toll \$0.50 0.50 0.50	Passenger Commercial Vehicle Toll Average Toll \$0.50 \$1.25 0.50 1.25 0.50 1.25	Passenger Commercial Vehicle Passenger Car Vehicle Car Toll Average Toll Toll \$0.50 \$1.25 \$0.75 0.50 1.25 0.75 0.50 1.25 0.75	Passenger Commercial Vehicle Passenger Car Commercial Vehicle Toll Average Toll Toll Average Toll \$0.50 \$1.25 \$0.75 \$1.75 0.50 1.25 0.75 1.75 0.50 1.25 0.75 1.75	Passenger Car Commercial Vehicle Car Passenger Car Vehicle Car Commercial Vehicle Car Vehicle Car Toll Passenger Car Average Toll Toll S0.50 \$1.25 \$0.75 \$1.75 \$1.00 0.50 1.25 0.75 1.75 1.00 0.50 1.25 0.75 1.75 1.00	Passenger Car Commercial Vehicle Passenger Car Commercial Vehicle Passenger Car Vehicle Car Vehicle Car Vehicle Car Vehicle Car Vehicle Toll Average Toll Average Toll Toll Average Toll Average Toll Average Toll 22.25 0.50 \$1.25 \$0.75 \$1.75 \$1.00 \$2.25 0.50 \$1.25 0.75 \$1.75 \$1.00 \$2.25 0.50 \$1.25 0.75 \$1.75 \$1.00 \$2.25	Passenger Car Commercial Vehicle Toll Passenger Car Vehicle Toll Car Average Toll Car Average Toll Vehicle Toll Car Average Toll Toll Toll Average Toll Toll Toll Toll Toll Toll Toll Toll Toll Toll Toll Toll Toll Toll Toll Toll Toll Toll Toll Toll Toll Toll Toll Toll Toll Toll	





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Table 4
Proposed Schedule of Tolls
Proposed I-69/I-530 Extension

			C	iosed-Barrier Tol	I Collection Sy	stem		
	Yea	r 2005	Yea	r 2015	Yea	r 2025	Year 2035	
	Passenger Car	Commercial Vehicle	Passenger Car	Commercial Vehicle	Passenger Car	Commercial Vehicle	Passenger Car	Commercial Vehicle
Toll Plaza	Toll	Average Toli	Toll	Average Toll	Toll	Average Toll	Toll	Average Toll
Proposed 1-530 Extension								
S.H. 54 Ramps	\$0.25	\$1.00	\$0.25	\$1.00	\$0.50	\$1.25	\$0.50	\$1.25
Mainline Plaza South of S.H. 54	0.75	1.75	1.00	2.25	1.50	3.50	1.75	4.00
Mainline Plaza South of S.H. 114	0.75	1.75	1.00	2.25	1.50	3.50	1.75	4.00
S.H. 35 Ramps	0.25	1.00	0.25	1.00	0.50	1.25	0.75	1.75
Proposed I-69								
Mainline Plaza East of U.S. 425	1.00	2.25	1.25	2.75	1.50	3.50	1.75	4.00
S.H. 1 Ramps	0.50	1.25	0.75	1.75	1.00	2.25	1.25	2.75
Mainline Plaza East of S.H. 1	1.00	2.25	1.25	2.75	1.50	3.50	1.75	4.00
Mainline Plaza East of S.H. 8	1.00	2.25	1.25	2.75	1.50	3.50	1.75	4.00
S.H. 8 Ramps	0.50	1.25	0.75	1.75	1.00	2.25	1.25	2.75
Mainline Plaza East of U.S. 63	1.00	2.25	1.25	2.75	1.50	3.50	1.75	4.00
U.S. 82 Ramps	0.50	1.25	0.75	1.75	1.00	2.25	1.25	2.75
Mainline Plaza East of U.S. 167	1.00	2.25	1.25	2.75	1.50	3.50	1.75	4.00

	Open-Barrier Toll Collection System								
	Yea	r 2005 Year 2015		r 2015	015 Year 2		Yea	Year 2035	
Toil Plaza	Passenger Car Toll	Commercial Vehicle Average Toll	Passenger Car Toll	Commercial Vehicle Average Toll	Passenger Car Toli	Commercial Vehicle Average Toll	Passenger Car Toll	Commercial Vehicle Average Toll	
Proposed I-530 Extension									
Mainline Plaza South of S.H. 54	\$0.75	\$1.75	\$1.00	\$2.25	\$1.50	\$3.50	\$1.75	\$4.00	
Mainline Plaza South of S.H. 114	0.75	1.75	1.00	2.25	1.50	3.50	1.75	4.00	
Proposed I-69									
Mainline Plaza East of U.S. 425	1.00	2.25	1.25	2.75	1.50	3.50	1.75	4.00	
Mainline Plaza East of S.H. 1	1.00	2.25	1.25	2.75	1.50	3.50	1.75	4.00	
Mainline Plaza East of S.H. 8	1.00	2.25	1.25	2.75	1.50	3.50	1.75	4.00	
Mainline Plaza East of U.S. 63	1.00	2.25	1.25	2.75	1.50	3.50	1.75	4.00	
Mainline Plaza East of U.S. 167	1.00	2.25	1.25	2.75	1.50	3.50	1.75	4.00	



ESTIMATED TRAFFIC AND TOLL REVENUE

Estimates of average daily traffic and annual toll revenue were developed for each of the High Priority Corridor projects for opening-year 2005 and design-year 2025. Estimated traffic and toll revenue was calculated assuming both a closed and open-barrier system of toll collection. All proposed facilities assumed an opening date of January 1, 2005 and assumed 24-hour toll collection at all toll plaza locations. The results of the estimated traffic and toll revenue analysis are provided subsequently in Tables 5, 6, 7 and 8. The estimated toll revenues presented in these tables do not reflect "ramp up" in the initial years. In addition, estimates of 2005 average daily traffic are presented for each facility in Figure 6, 7, 8 and 9. Truck percentages for proposed Highways 71, 412 and 63 are based on county and route classification counts provided by AHTD. Truck percentages for the I-69/I-530 Extension are based on the traffic simulation model which reflects greater levels of commercial vehicle volumes due to the impacts of NAFTA. Truck percentages were then calculated by averaging truck percentages over the total length of each proposed facility.

PROPOSED HIGHWAY 71 IMPROVEMENT CORRIDOR

Presented in Table 5 are opening-year 2005 and design-year 2025 average daily traffic and annual toll revenue estimates by toll plaza for both the closed and open-barrier toll collection system. The closed system collects toll revenue from motorists at 22 ramp plazas and 6 mainline plazas, while the open-barrier system collects tolls at the 6 mainline plazas, only.

In year 2005, the project with a closed-barrier toll collection system is anticipated to generate an estimated \$49.5 million in annual toll revenue from 73,100 transactions on an average day. This revenue is based on a passenger car toll at mainline plazas of \$2.00. It also assumes that commercial vehicles will be levied proportionally higher tolls. The table also presents the average toll levied at each plaza, reflecting an estimate of 15.0 percent commercial vehicles. By the design-year 2025, annual toll revenue is estimated to increase to \$148.3 million, an average annual percent change between 2005 and 2025 of 5.6 percent. Overall, reflecting growth in traffic and the two toll increases, average daily transactions will increase to 126,600. Estimated 2005 Average Daily Traffic Volumes are presented in Figure 6.

An open-barrier toll collection system on this project is expected to generate an estimated \$41.6 million in annual toll revenue in year 2005, increasing to \$123.5 million by year 2025. Average daily transactions will rise from 47,800 in 2005 to 80,800 by 2025.

PROPOSED HIGHWAY 412 IMPROVEMENT CORRIDOR

Presented in Table 6 are opening-year 2005 and design-year 2025 average daily traffic and annual toll revenue estimates by toll plaza for both the closed and open-barrier toll collection systems. The closed-barrier toll collection system collects toll revenue from motorists at 18 ramp plazas and 7 mainline plazas, while the open-barrier system collects tolls at the 7 mainline plazas, only.



Table 5
Estimated Opening/Design-Year Average Daily Traffic and Annual Toll Revenue
Proposed Highway 71

	Closed-Ba		etion System (Existing I- lenger Car Toll	-540 and Proposed Tex Design-Year 20:		
Toll Plaza	Average Daily Traffic	Average Toll	Annual Toll Revenue	Average Daily Traffic	Average Toll	Annual Toli Revenue
C.R. 34 Ramps	1,600	\$0.2875	\$167,900	2,900	\$0.5375	\$568,900
S.H. 72 Ramps	1,900	0.2875	199,400	3,500	0.5375	686,700
S.H. 72 Ramps	2,600	0.5375	510,100	4,700	1.0625	1,822,700
C.R. 49 Ramps	2,400	0.5375	470,900	4,300	1.0625	1,667,600
U.S. 71 Bus. Ramps	600	0.8500	186,200	1,100	1.4000	562,100
Mainline Plaza East of U.S. 71 Bus.	15,900	2.2500	13,057,900	29,500	3.9500	42,531,600
Mainline Plaza North of S.H. 22	12,700	2.2500	10,429,900	20,500	3.9500	29,555,900
S.H. 22 Ramps	800	1.4000	408,800	1,300	2.5250	1,198,100
S.H. 71 Ramps	300	1.1250	123,200	500	1.9750	360,400
S.H. 10 Ramps	300	1.1250	123,200	500	1.9750	360,400
U.S. 71 Ramps	400	0.5375	78,500	500	1.0625	193,900
S.H. 80 Ramps	1,300	0.2875	136,400	2,100	1.0625	814,400
Mainline Plaza South of S.H. 80	4,900	2.6250	4,694,800	8,000	4.6250	13,505,000
U.S. 71 Ramps (Y City)	800	1.7000	496,400	1,200	3.1000	1,357,800
C.R. 70 Ramps (North of S.H. 88)	800	1.0625	310,300	1,300	1.8625	883,800
U.S. 71 Ramps (South of S.H. 88)	1,600	0.2875	167,900	2,600	0.5375	510,100
Mainline Plaza North of S.H. 246	6,100	2.5000	5,566,300	9,900	4.4000	15,899,400
S.H. 246 Ramps	200	1.3250	96,700	300	2.3875	261,400
S.H. 4 Ramps	500	1.0625	193,900	600	1.8625	407,900
C.R. 242 Ramps (South of S.H. 4)	300	0.8000	87,600	500	1.3250	241,800
C.R. 41 Ramps (North of U.S. 70)	200	0.5375	39,200	300	1.0625	116,300
Mainline Plaza South of U.S. 70	8,800	2.5000	8,030,000	13,100	4.4000	21,038,600
S.H. 234 Ramps	200	0.8000	58,400	300	1.3250	145,100
S.H. 32 Ramps	600	0.5375	117,700	800	1.0625	310,300
C.R. 10 Ramps (Ferguson)	2,200	0.2875	230,900	6,400	0.5375	1,255,600
S.H. 134 Ramps (Fouke)	1,400	0.5375	274,700	2,800	1.0625	1,085,900
Mainline Plaza South of Fouke	3,300	2.6250	3,161,800	6,400	4.6250	10,804,000
S.H. 160 Ramps	400	0.2875	42,000		0.5375	137,300
Total	73,100		\$49,461,000	126,600		\$148,283,000

			Open-Barrier Toll (Collection System				
	O	pening-Year 20	05	Design-Year 2025				
Toll Plaza	Average Daily Traffic	Average Toll	Annual Toll Revenue	Average Daily Traffic	Average Toll	Annual Toll Revenue		
Mainline Plaza East of U.S. 71 Bus.	14,300	\$2.2500	\$11,743,900	26,500	\$ 3.9500	\$38,206,400		
Mainline Plaza North of S.H. 22	11,400	2.2500	9,362,300	18,400	3.9500	26,528,200		
Mainline Plaza South of S.H. 80	4,600	2.6250	4,407,400	7,600	4.6250	12,829,800		
Mainline Plaza North of S.H. 246	5,800	2.5000	5,292,500	9,400	4.4000	15,096,400		
Mainline Plaza South of U.S. 70	8,600	2.5000	7,847,500	12,800	4.4000	20,556,800		
Mainline Plaza North of S.H. 160	3,100	2.6250	2.970.200	6,100	4.6250	10.297.600		
Total	47,800		\$41,623,800	80,800		\$123,515,200		

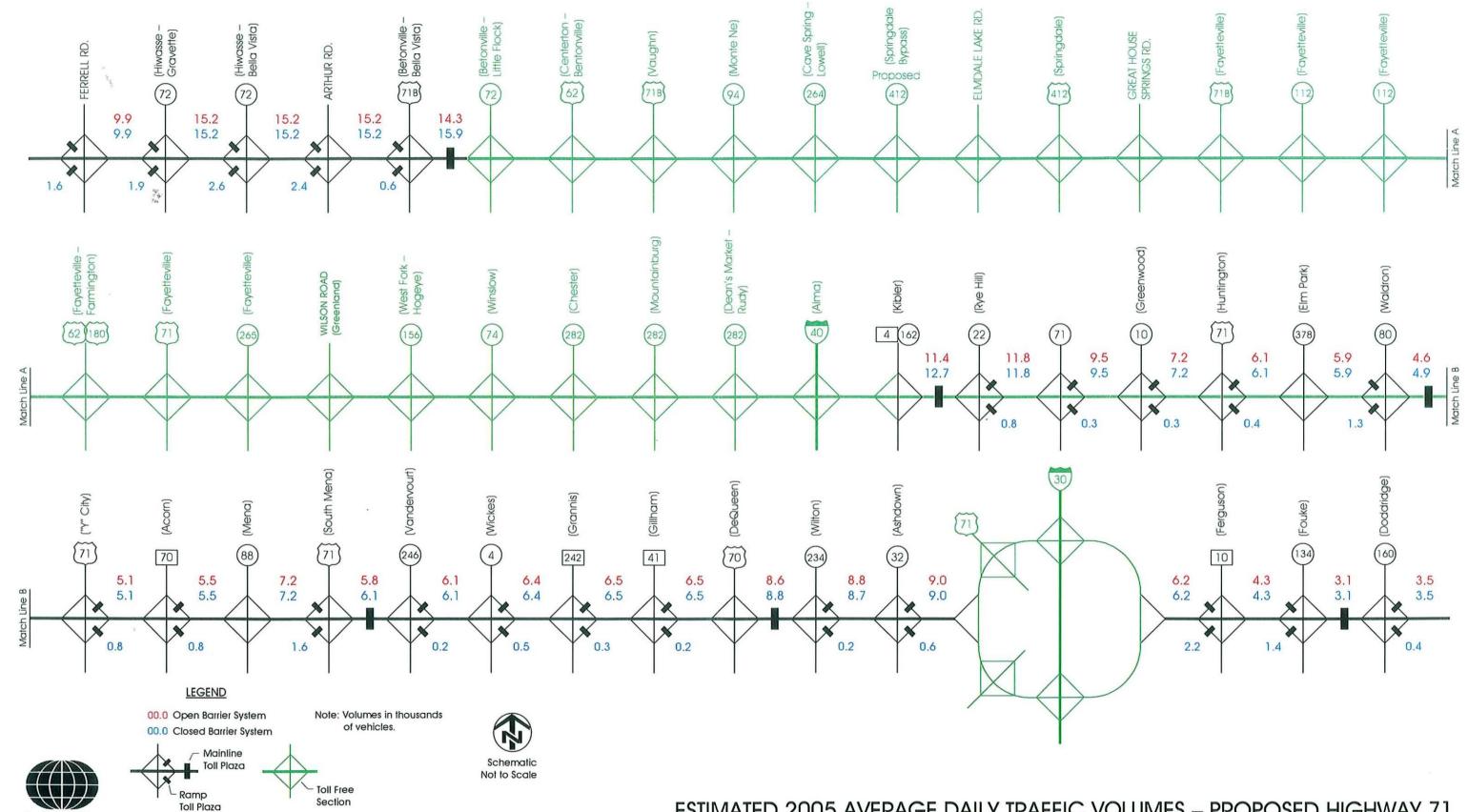




Table 6 Estimated Opening/Design-Year Average Daily Traffic and Annual Toll Revenue Proposed Highway 412

Closed-Barrier Toll Collection System Opening-Year 2005 - \$2.00 Passenger Car Toll Design-Year 2025 - \$3.50 Passenger Car Toll Average Annual Average Average Annual Average Toll Revenue Toll Plaza Daily Traffic Toll Revenue Daily Traffic Toll Toll S.H. 59 Ramps \$185,238 2,760 \$0.6125 \$617,033 1.400 \$0.3625 U.S. 412 Ramps 0.3625 211,700 3,230 0.6125 722,107 1.600 Mainline Plaza West of Springdale 5,600 2.3750 4,854,500 10,640 4.1750 16,214,030 U.S. 412 Ramps 2,300 0.6125 514,194 4,470 1.1875 1,937,466 0.3625 198,469 2,850 0.6125 637,153 S.H. 265 Ramps 1.500 0.6125 894,250 7,790 1.1875 3,376,478 U.S. 412 Ramps 4.000 2.3750 3,987,625 8,840 4.1750 13,471,055 Mainline Plaza East of Springdale 4.600 0.6125 268,275 2,190 1.1875 949,228 S.H. 45 Ramps 1.200 658,825 S.H. 21 Ramps 800 0.6125 178.850 1,520 1.1875 10,575,693 Mainline Plaza East of S.H. 21 3,700 2 3750 3,207,438 6.940 4.1750 107.675 380 2.6625 369,289 U.S. 412 Ramps 200 1 4750 0.3625 13.231 190 0.6125 42,477 S.H. 7 Ramps 100 3,120,750 4.1750 10,133,769 Mainline Plaza of U.S. 65 3,600 2.3750 6.650 2.0875 1,158,145 1.1875 390.094 1.520 S.H. 14 Ramps 900 2,400 1.1875 1,894,122 0.6125 536,550 4.370 S.H. 178 Ramps 0.6125 254,861 0.3625 79,388 1.140 S.H. 201 Ramps 600 1,000 0.3625 132,313 1,620 0.6125 362,171 S.H. 117 Ramps 2.3750 7,890 4.1750 12,023,374 Mainline Plaza West of S.H. 9 4.400 3.814.250 0.9000 1,050 1.4750 565,294 S.H. 9 Ramps 600 197,100 5,400 2.3750 4,681,125 9,500 4.1750 14,476,813 Mainline Plaza East of S.H. 167 U.S. 412 Ramps 1.8000 459,900 1.240 3.2750 1,482,265 700 3,000 0.6125 1,254,186 U.S. 63 Ramps 0.3625 396.938 5,610 2.3750 4.1750 8,107,015 Mainline Plaza East of U.S. 63 2.900 2.513.938 5,320 1.1875 216,719 2.0875 723,841 500 950 S.H. 141 Ramps 1.1875 455,109 0.6125 U.S. 49 Ramps 500 111.781 1.050 \$102,461,796 53,500 \$31,272,288 99,710 Total

		Open-Barrier Toll Collection System									
	Opening-Year 2	005 - \$2.00 Pass	enger Car Toll	Design-Year 2025 - \$3.50 Passenger Car Toll Rate							
Toli Plaza	Average Daily Traffic	Average <u>Toll</u>	Annual Toll Revenue	Average Daily Traffic	Average Toll	Annual Toll Revenue					
Mainline Plaza West of Springdale	5,000	\$2.3750	\$4,334,375	9,580	\$4,1750	\$14,598,723					
Mainline Plaza East of Springdate	4,400	2.3750	3,814,250	8,400	4.1750	12,800,550					
Mainline Plaza East of S.H. 21	3,600	2.3750	3,120,750	6,800	4.1750	10,362,350					
Mainline Plaza of U.S. 65	3,500	2.3750	3,034,063	6,520	4.1750	9,935,665					
Mainline Plaza West of S.H. 9	4,300	2.3750	3,727,563	7,730	4.1750	11,779,554					
Mainline Plaza East of S.H. 167	5,300	2.3750	4,594,438	9,310	4.1750	14,187,276					
Mainline Plaza East of U.S. 63	2,800	2.3750	2,427,250	5,210	4.1750	7,939,389					
Total	28,900		\$25.052.688	53,550		\$81,603,506					



In year 2005, the project with a closed-barrier toll collection system is expected to generate an estimated \$31.3 million in annual toll revenue from 53,500 transactions on an average day. This revenue is based on a passenger-car toll at mainline plazas of \$2.00. It also assumes that commercial vehicles will be levied proportionately higher tolls. The table also presents the average toll levied at each plaza, reflecting an estimate of 15.0 percent commercial vehicles. By the design-year 2025, annual toll revenue is estimated to increase to \$102.5 million, an average annual percent change between 2005 and 2025 of 6.0 percent. Overall, reflecting growth in traffic and the two toll increases, average daily transactions will increase to 99,710.

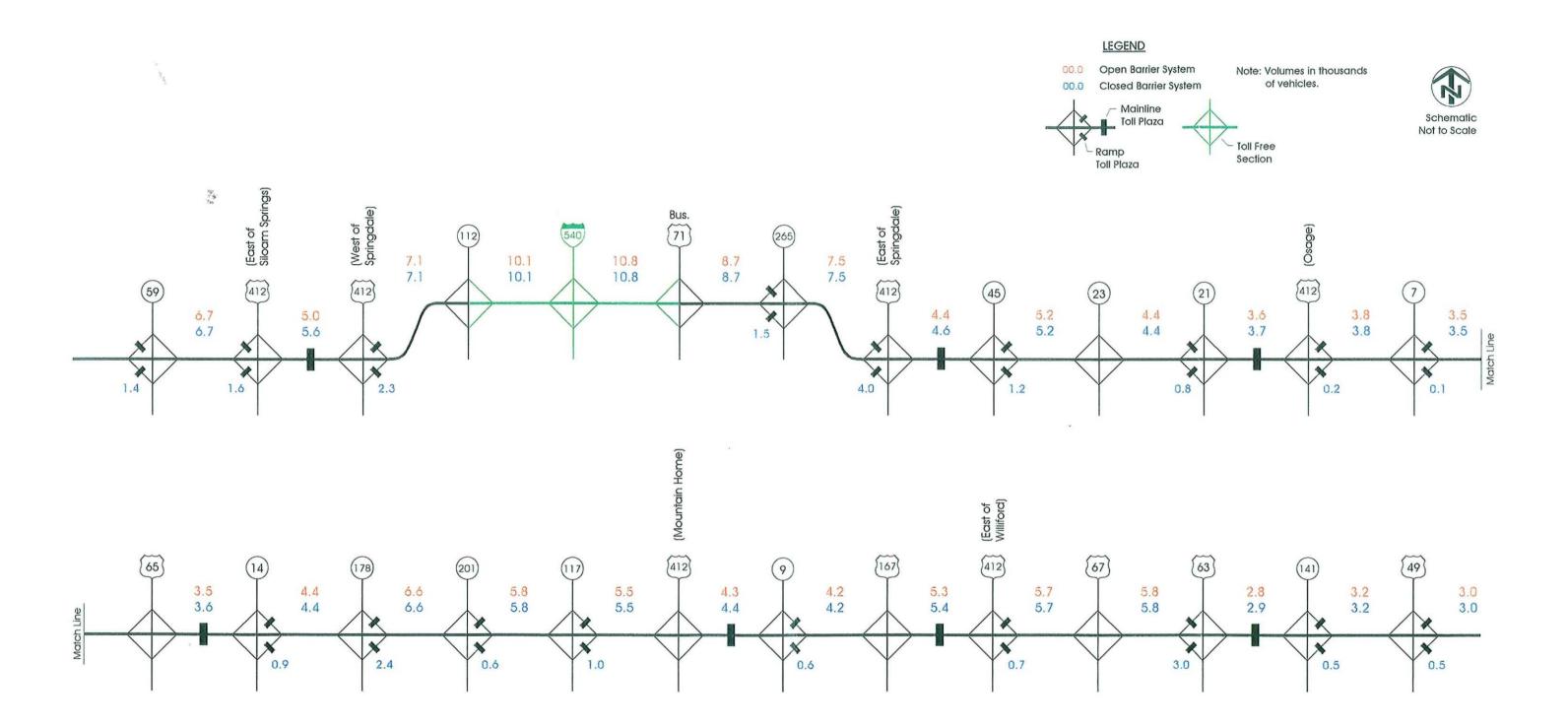
The open-barrier toll collection system shows estimated annual toll revenue of \$25.0 million in year 2005, increasing to \$81.6 million by year 2025. Average daily transactions will rise from 28,900 in 2005 to approximately 53,500 by 2025. Estimated Average Daily Traffic Volumes are presented in Figure 7.

PROPOSED HIGHWAY 63 IMPROVEMENT CORRIDOR

Presented in Table 7 are opening-year 2005 and design-year 2025 average daily traffic and annual toll revenue estimates by toll plaza for both the closed and open-barrier toll collection systems. The closed-barrier toll collection system collects toll revenue from motorists at 4 ramp plazas and 4 mainline plazas, while the open-barrier system collects tolls at the 4 mainline plazas, only.

	Estimated Opening/Desi	gn-Year Avera	ible 7 ge Daily Traffic and <i>A</i> Highway 63	annual Toll Revenue						
	Closed-Barrier Toll Collection System									
	Opening-Year 2)25 - \$1.00 Pass					
	Average	Average	Annual	Average	Average	Annual				
Toll Plaza	Daily Traffic	Toll	Toll Revenue	<u>Daily Traffic</u>	Toll	Toll Revenue				
Mainline Plaza North of I-55	000,8	\$0.5975	\$1,744,700	12,350	\$1.1625	\$5,240,259				
S.H. 135 Ramps	1,100	0.3475	139,521	1,480	0.3475	187,720				
Mainline Plaza North of S.H. 118	8,800	0.5975	1,919,170	13,580	1.1625	5,762,164				
S.H. 75/140 Ramps	2,000	0.5975	436,175	2,850	0.8800	915,420				
S.H. 14 Ramps	200	0.3475	25,368	190	0.5975	41,437				
S.H. 69 Ramps	700	0.3475	88,786	950	0.5975	207,183				
Mainline Plaza North of S.H. 69	9,400	0.5975	2,050,023	14,530	1.1625	6,165,261				
Mainline Plaza North of U.S. 49	11,500	0.5975	2,508,006	17,760	1.1625	7,535,790				
Total	41,700		\$8,911,749	63,690		\$26,055,233				
			Open-Barrier Toll	Collection System	<u> – </u>					
	Opening-Year 2	005 - \$0.50 Pas	senger Car Toll	Design-Year 20	25 - \$1.00 Pass	enger Car Toll				
	Average	Average	Annual	Average	Average	Annual				
Toll Plaza	Daily Traffic	Toll	Toll Revenue	Daily Traffic	Toll	Toll Revenue				
Mainline Plaza North of I-55	7,900	\$0.5975	\$1,722,891	11,760	\$1.1625	\$4,989,915				
Mainline Plaza North of S.H. 118	8,600	0.5975	1,875,553	12,940	1.1625	5,490,604				
Mainline Plaza North of S.H. 69	9,200	0.5975	2,006,405	13,860	1.1625	5,880,971				
Mainline Plaza North of U.S. 49	11.500	0.5975	2,508,006	17,760	1.1625	7,535,790				
Total	37,200		\$8,112,855	56,320		\$23,897,280				

In year 2005, the project with a closed-barrier toll collection system is expected to collect an estimated \$8.9 million in annual toll revenue from 41,700 transactions on an average day. This revenue is based on a passenger car toll at mainline plazas of \$0.50. It also assumes that commercial vehicles will be levied proportionately higher tolls. The table presents the average







toll levied at each plaza, reflecting an estimate of 13.0 percent commercial vehicles. By the design-year 2025, annual toll revenue is estimated to increase to \$26.1 million, an average annual percent change between 2005 and 2025 of 5.6 percent. Overall, reflecting growth in traffic and the two toll increases, average daily transactions will increase to about 63,700.

The open-barrier toll collection system will generate an estimated \$8.1 million in annual toll revenue in year 2005, increasing to \$23.9 million by year 2025. Average daily transactions will rise from 37,200 in 2005 to 56,300 by 2025. Estimated 2005 Average Daily Traffic Volumes are presented in Figure 8.

PROPOSED I-69/I-530 EXTENSION HIGHWAY IMPROVEMENT CORRIDOR

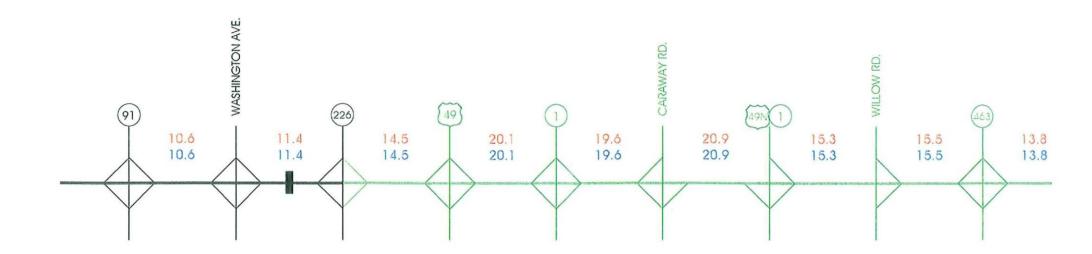
Presented in Table 8 are opening-year 2005 and design-year 2025 average daily traffic and annual toll revenue estimates by toll plaza for both the closed and open-barrier toll collection systems. The closed-barrier toll collection system collects toll revenue from motorists at 5 ramp plazas and 7 mainline plazas, while the open-barrier system collects tolls at the 7 mainline plazas, only.

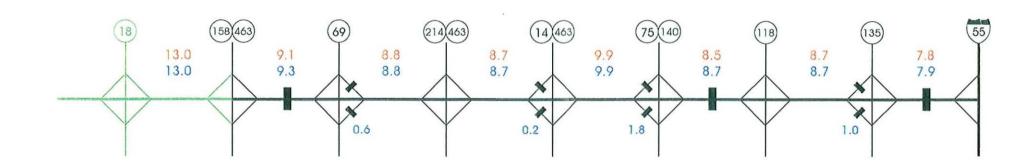
In year 2005, the project with a closed-barrier toll collection system will generate an estimated \$13.5 million in annual toll revenue from 29,900 transactions on an average day. This revenue is based on a passenger-car toll at mainline plazas of \$0.75 along Proposed I-530 and \$1.00 along Proposed I-69. It also assumes that commercial vehicles will be levied proportionately higher tolls. The table presents the average toll levied at each plaza, reflecting an estimate of 15.0 percent of commercial vehicles along Proposed I-530 Extension and 30.0 percent along Proposed I-69. By the design-year 2025, annual toll revenue is estimated to increase to \$28.9 million, an average annual percent change between 2005 and 2025 of about 4.0 percent. Overall, reflecting growth in traffic and the two toll increases, average daily transactions will increase to 39,500.

The open-barrier toll collection system will generate an estimated \$12.9 million in annual toll revenue in year 2005, increasing to \$27.7 million by year 2025. Average daily transactions will rise from 27,600 in 2005 to approximately 37,100 by 2025. Estimated Average Daily Traffic Volumes are presented in Figure 9.

ESTIMATED GROSS ANNUAL TOLL REVENUE

Estimates of gross annual toll revenue were calculated for each of the high priority projects from opening-year 2005 for a 40-year projection period through 2045. This would allow SSB to test various lengths of term for bonded debt projections. Annual toll revenues were developed under both a closed and open-barrier system of toll collection. In addition, estimates of annual toll revenue have been adjusted to reflect "ramp-up" during the first two years of operation. Estimates of annual toll revenue for each project from opening-year 2005 through 2045 are presented subsequently in Table 9.









Note: Volumes in thousands of vehicles.



Ramp

Toll Plaza

LEGEND

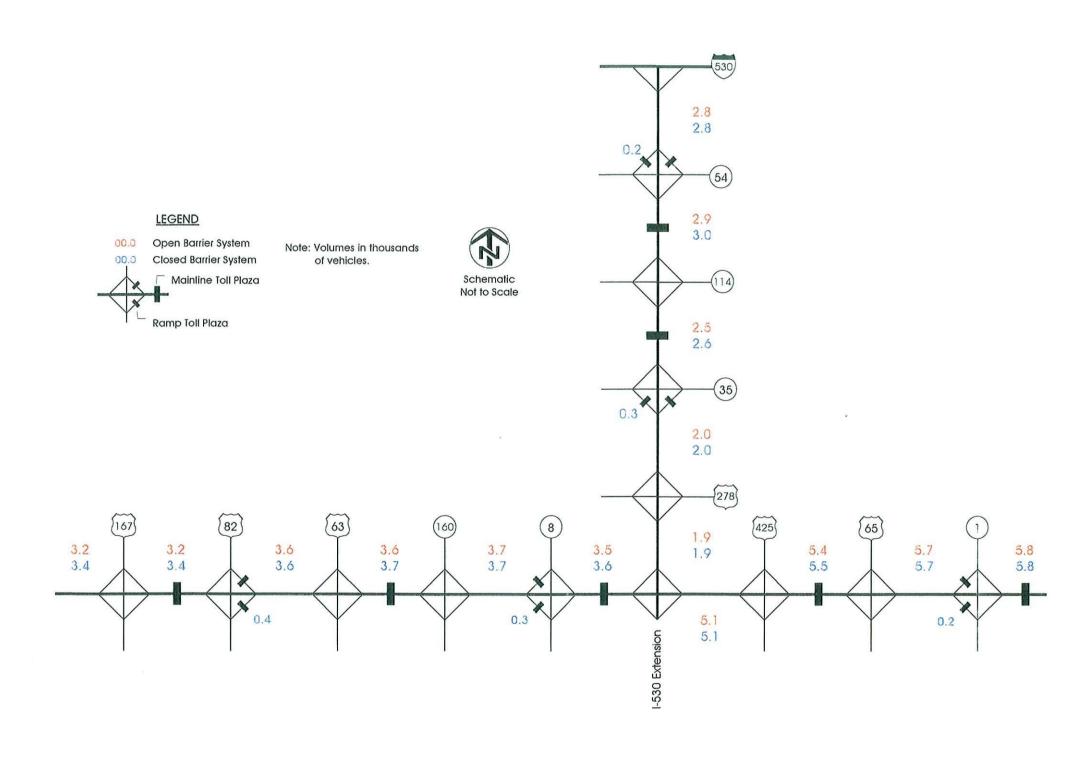
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Table 8 Estimated Opening/Design-Year Average Daily Traffic and Annual Toll Revenue Proposed 1-69/1-530 Extension

·		_	Closed-Barrier To.	I Collection System		
	Opening	Year 2005 - \$0	0.75/\$1.00	Design-	Year 2025 - \$1	.50/\$1.50
Toll Plaza	Average <u>Daily Traffic</u>	Average Toll	Annual Toll Revenue	Average <u>Daily Traffic</u>	Average <u>Toli</u>	Annual Toll Revenue
Proposed I-530 Extension						
S.H. 54 Ramps	200	\$0.363	\$26,463	240	\$0.613	\$53,655
Mainline Plaza South of S.H. 54	3,100	0.900	1,018,350	3,840	1.800	2,522,880
Maintine Plaza South of S.H. 114	2,700	0.900	886,950	3,380	1.800	2,220,660
S.H. 35 Ramps	400	0.363	52,925	360	0.613	80,483
Pronosed I-69						
Mainline Plaza East of U.S. 425	5,600	1.375	2,810,500	7,710	2.100	5,909,715
S.H. 1 Ramps	200	0.725	52,925	240	1.375	120,450
Mainline Plaza East of S.H. 1	5,900	1.375	2,961,063	7,920	2.100	6,070,680
Mainline Plaza East of S.H. 8	3,700	1.375	1,856,938	5,010	2.100	3,840,165
S.H. 8 Ramps	400	0.725	105,850	350	1.375	175,656
Mainline Plaza East of U.S. 63	3,800	1.375	1,907,125	5,110	2.100	3,916,815
U.S. 82 Ramps	400	0.725	105,850	450	1.375	225,844
Mainline Plaza East of U.S. 167	3.500	1.375	1.756.563	4,910	2.100	3,763,515
Total	29,900		\$13,541,500	39,520		\$28,900,518

	Open-Barrier Toll Collection System									
	Opening-	Year 2005 - S	0.75/\$1.00	Design-Year 2025 - \$1.50/\$1.50						
Toli Plaza	Average <u>Daily Traffic</u>	Average <u>Toll</u>	Annual Toll Revenue	Average <u>Daily Traffic</u>	Average Toll	Annual Toll Revenue				
Proposed I-530 Extension										
Mainline Plaza South of S.H. 54	3,000	\$0.900	\$985,500	3,740	\$1.800	\$2,457,180				
Mainline Plaza South of S.H. 114	2,600	0.900	854,100	3,300	1.800	2,168,100				
Proposed I-69										
Mainline Plaza East of U.S. 425	5,500	1.375	2,760,313	7,520	2.100	5,764,080				
Mainline Plaza East of S.H. 1	5,900	1.375	2,961,063	7,920	2.100	6,070,680				
Mainline Plaza East of S.H. 8	3,600	1.375	1,806,750	4,890	2.100	3,748,185				
Mainline Plaza East of U.S. 63	3,700	1.375	1,856,938	4,970	2.100	3,809,505				
Mainline Plaza East of U.S. 167	3,300	1.375	1.656.188	4,790	2.100	3,671.535				
Total	27,600		\$12,880,850	37,130		\$27,689,265				





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Table 9 Estimated Annual Toll Revenue (1) High Priority Corridors (thousands)

	Proposed H \$2.00 Passens		Proposed H \$2.00 Passen		-	Proposed Highway 63 \$0.50 Passenger Car Toll		-530 Extension senger Car Toll
	Closed-Barrier	Open-Barrier	Closed-Barrier	Open-Barrier	Closed-Barrier	Open-Barrier	Closed-Barrier	Open-Barrier
Year	System	System	System	System	System	System	System	System
2005	\$34,623	\$29,137	\$21,891	\$17,537	\$8,743	\$8,026	\$13,185	\$12,564
2006	51,570	43,602	33,677	26,979	9,344	8,570	13,757	13,202
2007	55,573	47,210	37,667	30,176	9,904	9,084	14,162	13,592
2008	58,352	49,570	40,304	32,288	10,152	9,311	14,470	13,889
2009	60,978	51,760	42,924	34,387	10,406	9,544	14,785	14,193
2010	63,417	53,572	44,212	35,419	10,666	9,783	15,107	14,503
2011	65,636	55,447	45,538	36,481	10,906	10,003	15,436	14,821
2012	67,737	57,110	46,904	37,576	11,151	10,228	15,772	15,145
2013	69,772	58,823	48,077	38,515	11,402	10,458	16,115	15,476
2014	71,516	60,294	49,279	39,478	11,659	10,693	16,466	15,814
2015	95,924	80,964	66,199	53,589	16,377	15,021	19,978	19,156
2016	98,504	83,093	68,304	55,268	16,918	15,518	20,340	19,505
2017	101,154	85,278	70,476	57,001	17,477	16,030	20,708	19,860
2018	103,874	87,521	72,718	58,787	18,055	16,560	21,083	20,222
2019	106,668	89,822	75,030	60,630	18,652	17,107	21,465	20,590
2020	109,537	92,184	77,416	62,530	19,268	17,672	21,853	20,964
2021	110,633	93,106	78,964	63,781	19,561	17,941	22,233	21,330
2022	111,739	94,037	80,188	64,793	19,858	18,214	22,621	21,703
2023	112,856	94,978	81,391	65,765	20,160	18,491	23,014	22,082
2024	113,985	95,927	82,465	66,752	20,466	18,772	23,415	22,468
2025	140,869	117,339	102,462	81,604	26,055	23,898	28,900	27,689
2026	143,748	119,737	104,545	83,263	26,723	24,511	29,704	28,458
2027	146,686	122,183	106,670	84,956	27,409	25,139	30,529	29,251
2028	149,684	124,679	108,838	86,683	28,112	25,784	31,378	30,065
2029	152,743	127,226	111,051	88,446	28,833	26,445	32,251	30,902
2030	155,864	129,826	113,308	90,244	29,572	27,123	33,147	31,763
2031	157,425	131,124	114,449	91,174	29,881	27,407	33,541	32,141
2032	159,000	132,435	115,594	92,086	30,193	27,693	33,940	32,525
2033	160,592	133,760	116,750	93,007	30,509	27,982	34,344	32,912
2034	162,199	135,097	117,917	93,937	30,828	28,275	34,752	33,305
2035	203,087	170,254	150,682	121,858	36,856	33,804	38,672	36,997
2036	207,233	173,724	153,758	124,372	37,625	34,510	39,535	37,824
2037	211,464	177,265	156,898	126,937	38,410	35,230	40,417	38,669
2038	215,780	180,878	160,101	129,555	39,212	35,965	41,319	39,534
2039	220,186	184,565	163,370	132,227	40,030	36,715	42,241	40,417
2040	224,681	188,327	166,705	134,954	40,865	37,481	43,184	41,320
2041	226,927	190,214	168,372	136,303	41,292	37,873	43,696	41,811
2042	229,197	192,118	170,056	137,666	41,723	38,269	44,215	42,309
2043	231,489	194,041	171,757	139,043	42,159	38,668	44,740	42,812
2044	233,804	195,983	173,474	140,433	42,600	39,073	45,271	43,322
2045	236,142	197,944	175,209	141,838	43,045	39,481	45,808	43,837

⁽¹⁾ Annual toll revenue estimates have been adjusted to reflect "ramp-up" during the first two years of operation.



PROPOSED HIGHWAY 71 IMPROVEMENT CORRIDOR

Annual toll revenue in the opening-year for the proposed Highway 71 project is estimated at approximately \$34.6 million under a closed-barrier system and about \$29.1 million under an open-barrier system. By the year 2035, toll revenue is estimated at approximately \$203.1 million under the closed-barrier system, reaching approximately \$236.1 million by the year 2045. Under the open-barrier system, the year 2035 toll revenue is estimated at about \$170.3 million, reaching about \$197.9 million in the year 2045.

PROPOSED HIGHWAY 412 IMPROVEMENT CORRIDOR

Annual toll revenue in the opening-year for the proposed Highway 412 project is estimated at approximately \$21.9 million under a closed-barrier system and about \$17.5 million under an open-barrier system. By the year 2035 toll revenue is estimated at approximately \$150.7 million under the closed-barrier system reaching approximately \$175.2 million by the year 2045. Under the open-barrier scenario, the year 2035 toll revenue is estimated at about \$121.9 million reaching about \$141.8 million in the year 2045.

PROPOSED HIGHWAY 63 IMPROVEMENT CORRIDOR

Annual toll revenue in the opening-year for the proposed Highway 63 project is estimated at approximately \$8.7 million under a closed-barrier system and about \$8.0 million under an open-barrier system. By the year 2035 toll revenue is estimated at approximately \$36.9 million under the closed-barrier system reaching approximately \$43.0 million by the year 2045. Under the open-barrier system, the year 2035 toll revenue is estimated at about \$33.8 million reaching about \$39.5 million in the year 2045.

Proposed I-69/I-530 Extension Improvement Corridor

Annual toll revenue in the opening-year for the proposed I-69/I-530 project is estimated at approximately \$13.2 million under a closed-barrier system and about \$12.6 million under an open-barrier system. By the year 2035 toll revenue is estimated at approximately \$38.7 million under the closed-barrier system reaching approximately \$45.8 million by the year 2045. Under the open-barrier system, the year 2035 toll revenue is estimated at about \$37.0 million reaching about \$43.8 million in the year 2045.

ESTIMATED OPERATIONS AND MAINTENANCE COSTS

Planning level estimates of the annual Operations and Maintenance (O&M) costs were developed for each of the designated High Priority Corridors. The derivation of this data was, in part, based on the experiences of other turnpike systems currently in operation in neighboring states.

O&M costs refer to the perpetual costs associated with the operations and upkeep of the turnpike system. These costs include administration, toll collection, and roadway maintenance costs:



- Administration Costs include administrative staff salaries and related functions, public relations, controller operations, information services, communications, highway patrol, and insurance.
- *Toll Collection* Toll collection costs are those costs directly incurred through the fare collection process, including toll collector salaries and related expenses. These costs also include the operational costs associated with ETC equipment; and
- Roadway Maintenance Roadway maintenance costs are those costs associated with the upkeep of the turnpike pavement and roadside, including snow removal, mowing, sign and guardrail repair, minor bridge repair, and pavement resurfacing.

Utilizing actual O&M costs from the Kansas Turnpike Authority (KTA), the Oklahoma Transportation Authority (OTA), the North Texas Turnpike Authority (NTTA) and other turnpike systems, annual unit cost relationships were developed. Administrative costs associated with authority activities, engineering, public relations, communications and others were also assumed to be the responsibility of the Toll Road Agency and were included in these estimates. Toll collection costs are directly proportional to the toll collection staffing labor requirements. As a measure of the total toll collection requirements, the number of manual toll lanes were estimated for each system. The number of manned lanes for each system depends on the extent of ETC utilization. Inherent to the O&M cost factors developed from the KTA, OTA, and others are the K-Tag and PikePass utilization rates of the respective systems. Consequently, this approach assumes a typical ETC utilization rate of 30 to 40 percent, which is a reasonable assumption for a typical toll road. Based on this approach, an annual unit cost factor of \$72,500 per manual toll lane was used for estimating on a preliminary basis the annual toll collection costs for these projects.

In order to estimate the annual maintenance costs of the candidate toll roads, an annual maintenance cost per lane mile was developed. Based on the maintenance costs of similar, existing turnpike systems, an annual cost factor of \$6,500 per lane mile was utilized. This factor was then applied to the four corridors based on the physical characteristics of those systems – system lane mileage.

Table 10 presents the current year (2001) annual O&M cost estimates for each of the four high priority projects. These costs represent the annual revenue necessary to responsibly operate and maintain each toll road in a manner similar with customary practice. These costs vary for each corridor depending on the toll collection concept as described earlier — open or closed. The number of the toll plazas, and consequently the toll collection costs, depends on the type of collection system to be implemented. The year 2001 costs are to be escalated at 3.5 percent per year to develop annual estimates of O&M costs. This assumed escalation of costs is based on the past experiences of other nearby turnpike systems currently in operation.

Included in the annual costs of operating and maintaining a turnpike system are maintenance reserve considerations as shown in Table 11. On an annual basis, the Reserve Maintenance Fund (RMF) needs to be deposited for the refurbishing of the system's driving surface at the end of its

Proposed Highway 412

Open

Closed



Table 10 Estimated Operations And Maintenance Costs Year 2001

				Closed-F	Barrier	Toll Collectio	n Syst	em
Highway <u>Corridor</u>	_Ad	ministration	Toll on <u>Collection Maint</u>		aintenance	·	Total	
U.S. 71	\$	13,583,000	\$	4,930,000	\$	7,644,000	\$	26,157,000
U.S. 412		12,428,000		4,680,000		6,994,000		24,102,000
U.S. 63		2,125,000		1,740,000		1,196,000		5,061,000
I-69/I-530		7,946,000		2,755,000		4,472,000		15,173,000
				Open B	<u>arrier</u>	Toll Collection	Syste	em
Highway				Toll				
Corridor	_ <u>Ad</u>	ministration		Collection	<u>M</u>	aintenance		Total
U.S. 71	\$	13,583,000	\$	1,740,000	\$	7,644,000	\$	22,967,000
U.S. 412		12,428,000		2,030,000		6,994,000		21,452,000
U.S. 63		2,125,000		1,160,000		1,196,000		4,481,000
I-69/I-530		7,946,000		2,030,000		4,472,000		14,448,000

Table 11 Reserve Maintenance Fund Deposit First Year Of Operation

Closed ___

Proposed Highway 71

Open

Construction and Right-of-Way (\$ Million)	\$	2,153	\$	2,136	\$	2,452	\$	2,439
Reserve Maintenance Fund Deposit (\$ Thousands)	\$	4,090	\$	4,060	\$	4,660	\$	4,630
		roposed I losed		ay 63 Open		Prop <u>1-69/1-53</u> 0 <u>Closed</u>		ision Open
Construction and Right-of-Way	\$	109	\$	106	e	1 722	¢.	1.710
(\$ Million)	3	109	Þ	106	\$	1,723	\$	1,719



service life, assumed to be 30 years. The depreciation of the system is a function of the system's use and the extent that annual maintenance activities are able to defer major system reconstruction. It is assumed that upon reaching maturity, the system's driving surface, including the pavement and bridge decks, will require rehabilitation in its original configuration. The extent of the rehabilitation of the system's surfacing will depend on the service condition of the pavement base and the bridge substructural elements, which depends on the rate of the system's deterioration due to use and weathering. Upgrades of the system for increased capacity demands or new design standards would not be included in the rehabilitation.

Depending on the nature of the turnpike infrastructure, the roadway pavement and bridge deck elements may comprise approximately 15.0 to 25.0 percent of the original construction costs. Assuming a typical construction cost for these elements of the system's infrastructure of around 15.0 percent of the original construction costs, necessary deposits into a "sinking" fund are assumed to accrue during the typical life of the system to provide the necessary funds to rehabilitate the surfacing upon reaching its service life. Using an interest rate of 6.0 percent, an annual deposit approximately equaling 0.2 percent of the original construction cost would be necessary during the life of the project. The RMF would not be solely sufficient to completely reconstruct the turnpike system, but should be sufficient to significantly rehabilitate the pavement and deck surfaces. For more substantial reconstruction or capacity upgrading of the system, the RMF deposits would need to be supplemented by potential bond refinancing or sale of additional debt. Depending on the extent of any reconstruction or upgrading of the system, the costs to reconstruct may exceed the available monies in this fund. Other considerations such as toll increases and major reconstruction bond issues are also considerations for additional funds, of course, assuming the project toll revenues could support this process.

ESTIMATED NET ANNUAL TOLL REVENUE

Estimates of net annual toll revenue for the high priority facilities under a closed and open-barrier system of toll collection from opening-year 2005 through future-year 2045 are presented in Tables 12 and 13. Net toll revenues were calculated by deducting estimates of O&M expenses and deposits to a reserve maintenance fund from estimates of annual gross toll revenue.

Estimates of O&M and reserve maintenance expenses were developed by HNTB and as discussed are, in part, based on current KTA and OTA practices regarding toll collection and maintenance costs. Initial O&M expenses were calculated in 2001 dollars and inflated by 3.5 percent per year throughout the forecast period. Reserved maintenance fund deposits were held constant throughout the forecast period.

PROPOSED HIGHWAY 71 IMPROVEMENT CORRIDOR

In Table 12, annual net toll revenue in the opening-year 2005 for the proposed Highway 71 project is estimated at approximately \$0.5 million under a closed-barrier system. The 2025 design-year net toll revenue is estimated at approximately \$77.1 million increasing to approximately \$113.2 million by the year 2045.



Table 12 Estimated Net Annual Toll Revenue High Priority Corridors Closed-Barrier System (thousands)

		Proposed Hi	ghway 71		Proposed Highway 412					
		Maintenance	Reserve			Maintenance	Reserve			
	Gross Annual	and Operating	Maintenance	Net Annual	Gross Annual	and Operating	Maintenance	Net Annual		
ar	Toll Revenue (1)		Fund	Toll Revenue	Toil Revenue (1)	Expenses	Fund	Toil Revenue		
)5	\$34,623	\$30,015	\$4,090	\$517	\$21,891	\$27,612	\$4,660	-\$10,381		
)6	51,570	31,066	4,090	16,414	33,677	28,578	4,660	439		
7	55,573	32,153	4,090	19,330	37,667	29,578	4,660	3,429		
8(58,352	33,278	4,090	20,983	40,304	30,613	4,660	5,031		
)9	60,978	34,443	4,090	22,444	42,924	31,685	4,660	6,579		
10	63,417	35,649	4,090	23,678	44,212	32,794	4,660	6,758		
11	65,636	36,896	4,090	24,650	45,538	33,942	4,660	6,936		
12	67,737	38,188	4,090	25,459	46,904	35,130	4,660	7,115		
13	69,772	39,524	4,090	26,158	48,077	36,359	4,660	7,058		
14	71,516	40,908	4,090	26,519	49,279	37,632	4,660	6,987		
15	95,924	42,339	4,090	49,495	66,199	38,949	4,660	22,591		
16	98,504	43,821	4,090	50,593	68,304	40,312	4,660	23,332		
17	101,154	45,355	4,090	51,709	70,476	41,723	4,660	24,094		
18	103,874	46,942	4,090	52,842	72,718	43,183	4,660	24,874		
19	106,668	48,585	4,090	53,993	75,030	44,695	4,660	25,675		
20	109,537	50,286	4,090	55,161	77,416	46,259	4,660	26,497		
21	110,633	52,046	4,090	54,497	78,964	47,878	4,660	26,426		
22	111,739	53,868	4,090	53,781	80,188	49,554	4,660	25,974		
23	112,856	55,753	4,090	53,013	81,391	51,288	4,660	25,443		
24	113,985	57,704	4,090	52,191	82,465	53,083	4,660	24,722		
25	140,869	59,724	4,090	77,055	102,462	54,941	4,660	42,861		
26	143,748	61,814	4,090	77,844	104,545	56,864	4,660	43,021		
27	146,686	63,978	4,090	78,618	106,670	58,854	4,660	43,156		
28	149,684	66,217	4,090	79,377	108,838	60,914	4,660	43,264		
29	152,743	68,535	4,090	80,118	111,051	63,046	4,660	43,345		
30	155,864	70,933	4,090	80,841	113,308	65,253	4,660	43,395		
31	157,425	73,416	4,090	79,919	114,449	67,537	4,660	42,253		
32	159,000	75,986	4,090	78,925	115,594	69,900	4,660	41,033		
33	160,592	78,645	4,090	77,857	116,750	72,347	4,660	39,743		
34	162,199	81,398	4,090	76,712	117,917	74,879	4,660	38,378		
35	203,087	84,247	4,090	114,751	150,682	77,500	4,660	68,522		
36	207,233	87,195	4.090	115,948	153,758	80,212	4,660	68,886		
37	211,464	90,247	4,090	117,127	156,898	83,020	4,660	69,218		
38	215,780	93,406	4,090	118,285	160,101	85,925	4,660	69,515		
39	220,186	96,675	4,090	119,421	163,370	88,933	4,660	69,777		
\$ 0	224,681	100,058	4.090	120,532	166,705	92,045	4,660	70,000		
11	226,927	103,560	4,090	119,277	168,372	95,267	4,660	68,445		
12	229,197	107,185	4,090	117,922	170,056	98,601	4,660	66,795		
13	231,489	110,937	4,090	116,462	171,757	102,052	4,660	65,044		
14	233,804	114,819	4,090	114,894	173,474	105,624	4,660	63,190		
15	236,142	118,838	4,090	113,213	175,209	109,321	4,660	61,228		

		Proposed Hi	ghway 63		Proposed I-69/I-530 Extension			
		Maintenance	Reserve			Maintenance	Reserve	
	Gross Annual	and Operating	Maintenance	Net Annual	Gross Annual	and Operating	Maintenance	Net Annual
Year	Toll Revenue (1)	Expenses	Fund	Toll Revenue	Toll Revenue (1)	Expenses	Fund	Toll Revenue
2005	\$8,744	\$5,807	\$210	\$2,727	\$13,185	\$17,411	\$3,270	-\$7,496
2006	9,344	6,011	210	3,123	13,757	18,021	3,270	-7,534
2007	9,904	6,221	210	3,473	14,162	18,651	3,270	-7,759
2008	10,152	6,439	210	3,503	14,470	19,304	3,270	-8,104
2009	10,406	6,664	210	3,532	14,785	19,980	3,270	-8,465
2010	10,666	6,897	210	3,559	15,107	20,679	3,270	-8,842
2011	10,906	7,139	210	3,557	15,436	21,403	3,270	-9,237
2012	11.151	7,389	210	3,552	15,772	22,152	3,270	-9,650
2013	11,402	7,647	210	3,545	16,115	22,927	3,270	-10,082
2014	11,659	7,915	210	3,534	16,466	23,730	3,270	-10,534
2015	16,377	8,192	210	7,975	19,978	24,560	3,270	-7,852
2016	16,918	8,479	210	8,229	20,340	25,420	3,270	-8,350
2017	17,477	8,775	210	8,492	20,708	26,310	3,270	-8,872
2018	18,055	9,083	210	8,762	21,083	27,231	3,270	-9,418
2019	18,652	9,401	210	9,041	21,465	28,184	3,270	-9,989
2020	19,268	9,730	210	9,328	21.853	29,170	3,270	-10,587
2021	19,561	10,070	210	9,281	22,233	30,191	3,270	-11,228
2022	19,858	10,423	210	9,225	22,621	31,248	3,270	-11,897
2023	20,160	10,787	210	9,163	23,014	32,341	3,270	-12,597
2024	20,466	11,165	210	9,091	23,415	33,473	3,270	-13,328
2025	26,055	11,556	210	14,289	28,900	34,645	3,270	-9,015
2026	26,723	11,960	210	14,553	29,704	35,857	3,270	-9,423
2027	27,409	12,379	210	14,820	30,529	37,112	3,270	-9,853
2028	28,112	12,812	210	15,090	31,378	38,411	3,270	-10,303
2029	28,833	13,260	210	15,363	32,251	39,756	3,270	-10,775
2030	29,572	13,724	210	15,638	33,147	41,147	3,270	-11,270
2031	29,881	14,205	210	15,466	33,541	42,587	3,270	-12,316
2032	30.193	14,702	210	15,281	33,940	44,078	3,270	-13,408
2033	30,509	15,217	210	15,082	34,344	45,621	3,270	-14,547
2034	30,828	15,749	210	14,869	34,752	47,217	3,270	-15,735
2035	36,856	16,300	210	20,346	38,672	48,870	3,270	-13,468
2036	37,625	16,871	210	20,544	39,535	50,580	3,270	-14,315
2037	38,410	17,461	210	20,739	40,417	52,351	3,270	-15,204
2038	39,212	18,072	210	20,930	41,319	54,183	3,270	-16,134
2039	40.030	18,705	210	21,115	42,241	56,079	3,270	-17,108
2040	40,865	19,360	210	21,295	43,184	58,042	3,270	-18,128
2041	41,292	20,037	210	21,045	43,696	60,074	3,270	-19,648
2042	41,723	20,739	210	20,774	44,215	62,176	3,270	-21,231
2043	42,159	21,464	210	20,485	44,740	64,352	3,270	-22,882
2044	42.600	22,216	210	20,174	45,271	66,605	3,270	-24,604
2045	43,045	22,993	210	19,842	45,808	68,936	3,270	-26,398

(1) Gross annual toll revenue estimates have been adjusted to reflect "ramp-up" during the first two years of operation



Table 13 Estimated Net Annual Toll Revenue High Priority Corridors Open-Barrier System (thousands)

		Proposed Hi	ghway 71		Proposed Highway 412			
		Maintenance	Reserve			Maintenance	Reserve	
	Gross Annual	and Operating	Maintenance	Net Annual	Gross Annual	and Operating	Maintenance	Net Annual
Year	Toll Revenue (1)	Expenses	Fund	Toll Revenue	Toll Revenue (1)	Expenses	Fund	Toll Revenue
2005	\$29,137	\$26,355	\$4,060	-\$1,279	S17,537	\$24,617	\$4,630	-\$11,710
2006	43,602	27,278	4,060	12,264	26,979	25,478	4,630	-3,129
2007	47,210	28,232	4,060	14,917	30,176	26,370	4,630	-824
2008	49,570	29,221	4,060	16,290	32,288	27,293	4,630	365
2009	51,760	30,243	4,060	17,457	34,387	28,248	4,630	1,509
2010	53,572	31,302	4.060	18,210	35,419	29,237	4,630	1.552
2011	55,447	32,397	4,060	18,989	36,481	30,260	4,630	1,591
2012	57,110	33,531	4,060	19.519	37,576	31,320	4.630	1,626
2013	58,823	34,705	4,060	20,058	38,515	32,416	4,630	1,469
2014	60,294	35,920	4,060	20.314	39,478	33,550	4,630	1,298
2015	80,964	37,177	4,060	39,727	53,589	34,725	4,630	14,234
2016	83,093	38,478	4,060	40,555	55,268	35,940	4,630	14,698
2017	85,278	39,825	4.060	41,394	57,001	37,198	4,630	15,173
2018	87,521	41.219	4,060	42,242	58,787	38,500	4,630	15,657
2019	89,822	42,661	4,060	43,101	60,630	39,847	4,630	16,153
2020	92,184	44,154	4,060	43,970	62,530	41,242	4,630	16,658
2021	93,106	45,700	4,060	43,346	63,781	42,685	4,630	16,465
2022	94,037	47,299	4,060	42,678	64,793	44,179	4,630	15,984
2023	94,978	48,955	4,060	41,963	65,765	45,726	4,630	15,410
2024	95,927	50,668	4,060	41,199	66,752	47,326	4,630	14,796
2025	117,339	52,442	4,060	60,838	81,604	48,982	4,630	27,991
2026	119,737	54,277	4,060	61,400	83,263	50,697	4,630	27,936
2027	122,183	56,177	4,060	61,946	84,956	52,471	4,630	27,855
2028	124,679	58,143	4.060	62,476	86,683	54,308	4,630	27,745
2029	127,226	60,178	4,060	62,989	88,446	56,208	4,630	27,607
2030	129,826	62,284	4,060	63,482	90,244	58,176	4,630	27,438
2031	131,124	64,464	4,060	62,600	91,174	60,212	4,630	26,332
2032	132,435	66,720	4,060	61,655	92,086	62,319	4,630	25,137
2033	133,760	69,056	4,060	60,644	93,007	64,500	4,630	23,876
2034	135,097	71,472	4,060	59,565	93,937	66,758	4,630	22,549
2035	170,254	73,974	4,060	92,220	121,858	69,094	4,630	48,134
2036	173,724	76,563	4,060	93,101	124,372	71,513	4,630	48,229
2037	177,265	79,243	4,060	93,962	126,937	74,016	4,630	48,291
2038	180,878	82,016	4,060	94,802	129,555	76,606	4,630	48,318
2039	184,565	84,887	4,060	95,618	132,227	79,287	4,630	48,309
2040	188,327	87,858	4,060	96,409	134,954	82,063	4,630	48,261
2041	190,214	90,933	4,060	95,221	136,303	84,935	4,630	46,738
2042	192,118	94,116	4,060	93,942	137,666	87,907	4,630	45,129
2043	194,041	97,410	4,060	92,571	139,043	90,984	4,630	43,429
2044	195,983	100,819	4,060	91,104	140,433	94,169	4,630	41,635
2045	197,944	104,348	4,060	89,536	141,838	97,465	4,630	39,743

		Proposed Hi	ighway 63		Proposed 1-69/I-530 Extension				
		Maintenance	Reserve			Maintenance	Reserve		
	Gross Annual	and Operating	Maintenance	Net Annual	Gross Annual	and Operating	Maintenance	Net Annual	
Year	Toll Revenue (1)	Expenses	Fund	Toll Revenue	Toll Revenue (1)	Expenses	Fund	Toll Revenue	
2005	\$8,026	\$5,142	\$200	\$2,684	\$12,564	\$16,580	\$3,270	-\$7,286	
2006	8,570	5,322	200	3,048	13,202	17,160	3,270	-7,228	
2007	9,084	5,508	200	3,376	13,592	17,761	3,270	-7,439	
2008	9,311	5.701	200	3.410	13,889	18,382	3,270	-7,763	
2009	9,544	5,901	200	3,443	14,193	19,026	3,270	-8,103	
2010	9,783	6,107	200	3,476	14,503	19,692	3,270	-8.459	
2011	10,003	6,321	200	3,482	14,821	20,381	3,270	-8,830	
2012	10,228	6,542	200	3,486	15,145	21,094	3,270	-9,219	
2013	10.458	6,771	200	3,487	15,476	21,832	3,270	-9,626	
2014	10,693	7,008	200	3,485	15,814	22,597	3,270	-10,053	
2015	15,021	7,254	200	7.567	19,156	23,387	3,270	-7,501	
2016	15,518	7,508	200	7,810	19,505	24,206	3,270	-7,971	
2017	16,030	7,770	200	8,060	19,860	25,053	3,270	-8,463	
2018	16,560	8,042	200	8,318	20,222	25,930	3,270	-8,978	
2019	17,107	8,324	200	8,583	20,590	26,838	3,270	-9,518	
2020	17,672	8,615	200	8,857	20,964	27,777	3,270	-10,083	
2021	17,941	8,917	200	8.824	21,330	28,749	3,270	-10,689	
2022	18,214	9,229	200	8,785	21,703	29,755	3,270	-11,322	
2023	18,491	9,552	200	8,739	22,082	30,797	3,270	-11,985	
2024	18,772	9,886	200	8,686	22,468	31,875	3,270	-12,677	
2025	23,898	10,232	200	13,466	27,689	32,990	3,270	-8.571	
2026	24,511	10,590	200	13,721	28,458	34,145	3,270	-8,957	
2027	25,139	10,961	200	13.978	29,251	35,340	3,270	-9,359	
2028	25,784	11,344	200	14,240	30,065	36,577	3,270	-9,782	
2029	26,445	11,741	200	14,504	30,902	37,857	3,270	-10,225	
2030	27,123	12,152	200	14,771	31,763	39,182	3,270	-10,689	
2031	27,407	12,578	200	14,629	32,141	40,553	3,270	-11,682	
2032	27,693	13,018	200	14,475	32,525	41,973	3,270	-12,718	
2033	27,982	13,474	200	14.308	32,912	43,442	3,270	-13,800	
2034	28,275	13,945	200	14,130	33,305	44,962	3,270	-14,927	
2035	33,804	14,433	200	19,171	36,997	46,536	3,270	-12,809	
2036	34,510	14,938	200	19.372	37,824	48,165	3,270	-13,611	
2037	35,230	15,461	200	19,569	38,669	49,851	3,270	-14,452	
2038	35,965	16,002	200	19,763	39,534	51,595	3,270	-15,331	
2039	36,715	16,562	200	19,953	40,417	53,401	3,270	-16,254	
2040	37,481	17.142	200	20,139	41,320	55,270	3,270	-17,220	
2041	37,873	17.742	200	19,931	41,811	57,205	3,270	-18,664	
2042	38,269	18,363	200	19,706	42,309	59,207	3,270	-20,168	
2043	38,668	19,006	200	19,462	42,812	61,279	3,270	-21,737	
2044	39,073	19.671	200	19,202	43,322	63,424	3,270	-23,372	
2045	39,481	20,359	200	18.922	43.837	65,644	3,270	-25,077	

⁽¹⁾ Gross annual toll revenue estimates have been adjusted to reflect "ramp-up" during the first two years of operation.



Table 13 presents the net annual toll revenue under the open-barrier system. The net toll revenue shortfall for the proposed Highway 71 in the opening-year of 2005 is estimated to be about (\$1.3) million. By 2025, the design year, net toll revenue is estimated at approximately \$60.8 million increasing to about \$89.5 million in the year 2045.

PROPOSED HIGHWAY 412 IMPROVEMENT CORRIDOR

In Table 12, a net annual toll revenue shortfall for the proposed Highway 412 project is estimated in the opening-year of 2005 at about (\$10.4) million. The net revenue increases to approximately \$42.9 million by 2025. In 2045 net revenue reach approximately \$61.2 million.

In Table 13, the net annual toll revenue shortfall for the proposed Highway 412 project is estimated in the opening-year of 2005 at approximately (\$11.7) million. By 2025, net annual toll revenue is expected to reach almost \$28.0 million. In 2045, the final year of the forecast period net revenues equal more than \$39.7 million.

PROPOSED HIGHWAY 63 IMPROVEMENT CORRIDOR

In Table 12, net annual toll revenue in the opening year for the proposed Highway 63 project is estimated at approximately \$2.7 million under the closed-barrier system. The 2025 design-year net toll revenue is estimated at approximately \$14.3 million increasing to approximately \$19.8 million by the year 2045.

In Table 13, net annual toll revenue in the opening year for the proposed Highway 63 project is estimated at approximately \$2.7 million under the open-barrier system. The 2025 design-year net toll revenue is estimated at approximately \$13.5 million increasing to approximately \$18.9 million by the year 2045.

Proposed I-69/I-530 Extension Improvement Corridor

In Table 12, net annual toll revenue shortfalls are estimated throughout the forecast period for the proposed I-69/I-530 Extension project under a closed-barrier system. In 2005, a shortfall of approximately (\$7.5) million is expected, with the shortfall increasing to approximately (\$9.0) million by 2025. Estimated shortfalls are expected to reach almost (\$26.4) million by year 2045.

Under the open-barrier system the I-69/I-530 Extension project is also expected to register net annual toll revenue forecasts throughout the forecast period as shown in Table 13. Opening-year 2005 shortfalls are to reach approximately (\$7.2) million, increasing to almost (\$8.6) million by 2025. In 2045, the final year of the forecast period, shortfalls are estimated to reach almost (\$25.1) million.

CONSTRUCTION COST ESTIMATES

Construction cost estimates for each of the designated high priority corridors were developed based on an assessment of each corridor's infrastructure needs. A review of the existing and planned roadway infrastructure was performed to determine the extent and nature of the existing roadway infrastructure. The necessary roadway improvements were then identified at a sketch-



planning level to meet the individual corridor development plan. Construction cost estimates were developed for both open and closed-barrier toll collection systems. Currently available information from earlier planning studies was utilized and, wherever possible, was adjusted appropriately to reflect the additional costs associated with toll collection facilities.

For each of the four high priority corridors, the corridor development plan consisted of providing a four-lane, fully access-controlled highway meeting current AASHTO guidelines for an interstate type facility. In some cases, segments of existing freeways meeting these standards, in whole or in part, would be utilized. Some existing highways would require retrofit to meet interstate standards. In other cases, the toll road would require complete new construction on new alignment and the existing roadway would remain in operation as the toll-free alternate route. Toll collection facilities were then added to the development plan per the specific toll collection concept for each corridor. Generic, typical toll plaza configurations and unit costs for ramp and mainline locations were developed and included in the construction cost estimates accordingly. More details of the assumed system improvements are presented in the Project Descriptions section of this report.

Construction cost estimates include grading, drainage and paving for a four-lane interstate-type facility. For new construction, unit costs per mile for an interstate facility were developed based on AHTD bid tabs, planning procedures and earlier studies for various terrain conditions. Terrain conditions were identified based on USGS mapping, earlier AHTD studies, and field observation. Special considerations were given for interchanges and toll plazas on an individual lump-sum basis. Major bridge crossings and other special features were added accordingly. Other incidental costs include erosion control, signing and paving, maintenance of traffic, and utility relocations. Right-of-way costs were included on a percentage basis. Design and construction administration costs were also included. Not included in the cost estimates were system-related costs associated with administration facilities, maintenance yards or service centers.

Included in the appendix to this report are more details regarding the estimates of the construction costs for the four corridors. As shown in the appendix, grading, drainage and paving unit costs range from \$3.5 to \$7.5 million per mile depending on terrain type. Add-ons include 8.0 percent for miscellaneous items such as signage, erosion control, utilities and others. A construction cost contingency of 15.0 percent to account for design unknowns, was included. Furthermore, an additional 12.0 percent of the construction costs was added for design and construction administration. Right-of-way costs were assumed to be 5.0 percent of the construction cost. Toll plaza costs were included appropriately assuming lump sum unit costs of \$2.6 million each for mainline toll plazas and \$535,000 per tolled interchange for ramp plazas.



Table 14 presents the total construction costs estimates in year 2001 dollars for the four High Priority Corridors.

Table 14 Construction Costs Estimates Year 2001 (billions)								
Highway Corridor		Toll Collecti ed-Barrier		stem 1-Barrier				
Highway 71 Highway 412 Highway 63 I-69/I-530	\$	2.153 2.452 0.109 1.723	\$	2.136 2.439 0.106 1.719				

It should be noted for both the Highway 71 and I-69 Corridors, that the construction cost estimates include some costs outside of the state of Arkansas. These costs are necessary to complete the connection of the toll road to the adjoining state's highway system such that these systems can functionally operate. In the case of Highway 71, construction would be necessary in Missouri to connect the relocated Highway 71 to the existing Highway 71 near Pineville, and in Texas to connect sections in Arkansas north of Texarkana. For I-69, the state boundary is defined by the Mississippi River and an easterly connection to Mississippi Route 1 would be necessary for I-69 to be operational. Therefore, the construction costs associated with the full Mississippi River crossing including the connection to Route 1 are included in the I-69 cost estimates. While these out-of-state construction costs have been included in the analyses, similarly, the toll revenue generated by these out-of-state improvements have also been included to present an analysis of the full system. The assumption is made that the neighboring state would choose to participate and support their respective section of a corridor.

The basic cost of roadway and bridge construction for each of the four corridors is a function of the scope of the corridor improvements and the quantity of construction materials. Based on the scope and material quantities, the contractor's costs generally consist of direct/indirect labor costs, equipment costs, and construction materials. These costs are generally fixed based on the scope of the improvements and material quantities. Consequently, there exists very little variability in the construction costs for each of the corridors. For this level of conceptual planning, some unknowns relating to design features and construction quantities have been accounted for through a design and construction contingency within the cost estimates. It is recommended that this contingency factor be maintained until there is sufficient detail in the development of the construction costs to substantiate its reduction.

Construction costs could be reduced by changing the scope of the corridor development, such as by building two roadway lanes rather than four. However, a commensurate reduction in toll revenue could be expected, thereby not necessarily improving the corridor's viability.



Techniques do exist, however, during the implementation of the construction program to potentially save overall program costs through the reduction of the time necessary to open the system to traffic. Reducing the construction period reduces the effects of inflation and allows tolls to be collected more quickly. Design-build construction techniques could be utilized to speed up the construction period and more quickly open the system. Design-build delivery has additional benefits of encouraging design and construction innovations. However, it is not anticipated that design-build delivery would measurably affect the basic construction quantities and costs of the toll road improvements.

Other cost saving innovations such as better material controls and pavement warranties would similarly have little to no effect on overall construction costs. These techniques simply transfer the responsibility of the construction and O&M costs of the toll road surfacing to a third party.

SUMMARY OF TOLL ROAD FINANCING ANALYSIS

Salomon Smith Barney (SSB) has performed a preliminary financing analysis of each of the four High Priority Corridors (Highway 71, Highway 412, Highway 63, and I-69/I-530 Extension), assuming both a closed-barrier toll system and an open-barrier toll system. In performing its analysis, SSB applied estimates provided by WSA for gross toll revenues and HNTB and GE for operating and maintenance expenses, and overall construction and right-of-way costs. SSB then applied these estimates to develop a base financing for each of the four corridors to assess the feasibility as pure toll revenue projects.

The construction proceeds generated from each financing do not produce sufficient proceeds to fund the estimated construction and right-of-way costs. In addition, there were several years where there was not sufficient revenue available to pay all of the required debt service after the payment of operation and maintenance expenses. This shortfall, which would need to be made up from an outside source, is subtracted from the bond issue construction proceeds to determine the total amount of project funds available. The Bonds for the base case are assumed to be pure revenue bonds supported only by the revenues and investment income from the projects. Each of these projects was analyzed independently on a stand-alone basis.

FINANCING ASSUMPTIONS

The following assumptions were used in developing the proposed financing package for each of the projects:

Issuance Date for Bonds: January 1, 2002
First Principal Payment Date: January 1, 2006
Completion of Construction: January 1, 2005

First Year of Operation of Toll Road:2005

Final Maturity of Bonds: January 1, 2042 (40 years from issuance)



Bond Insurance: Assumed bond insurance at 75 basis points of total debt

service. A non-rated issue would have a higher bond

insurance rate.

Capitalized Interest: Interest capitalized through and including January 1, 2006.

This is 12 months past the estimated completion of construction; if construction completion is delayed, these funds can be used as an additional source to repay bonds.

Costs of Issuance: \$17 per bond (Underwriter's Discount = \$12 per bond;

Other Costs of Issuance = \$5 per bond)

Net Funding: Construction Costs and Capitalized Interest are net funded

at the bond yield.

Interest Rates: A "AAA" insured interest rate scale was used as of January

1, 2005.

Debt Service Reserve Fund: Fully funded at issuance of the bonds at the lesser of 1) 10

percent of par, 2) maximum annual debt service, or 3) 125 percent of average annual debt service. Earnings from the reserve fund are used to increase the net revenues available

for debt service.

Coverage Level: 150 percent of net revenues available for debt service to

achieve investment-grade ratings.

Solution Method: Bonds were solved to produce level annual coverage of 150

percent of net revenues available for debt service.

Reserve Maintenance Fund: An annual deposit was made to a reserve maintenance fund

in an amount determined by HNTB and GE.

SUMMARY OF RESULTS

The results of the financing analysis and a feasibility summary are presented graphically in Figures 10 through 16. In addition the results are tabulated in Tables 15 and 16 below:

NET REVENUE AND DEBT SERVICE FIGURES

The following six figures (Figures 10 - 15) present the net annual operating cash flow after the payment of debt service assuming that the entire cost of the project is included in a financing. As shown, there are generally very large negative amounts, indicating that there is not enough net cash flow available to pay debt service on the project. No graphs are presented for the Proposed I-69/I-530 Extension project since the project has negative net annual toll revenues in each year of the project, making a financing impossible.



Table 15 Closed-Toll Barrier Financial Assessment Summary

	Proposed Highway 71	Proposed Highway 412	Proposed Highway 63	Proposed I-69/I-530 Extension
Estimated Capital Cost(1)	\$2,153,000,000	\$2,452,000,000	\$109,000,000	\$1,723,000,000
Total Funds Available from Financing(2) Total Funding Shortfall	456,419,427 (1,696,580,573)	183,340,019 (2,268,659,981)	78,450,231 (30,549,769)	(3) (1,723,000,000)
Percentage of Project Supported by Estimated Revenues(4)	21.20%	7.48%	71.97%	0.00%
Years where Debt Service Can NOT be Paid Due to Lack of Available Revenues	2006-2014	2005-2014	2006-2014	2005-2041
Project Status	NOT Feasible	NOT Feasible	NOT Feasible	NOT Feasible

⁽¹⁾ Per estimates provided by HNTB and Garver Engineers to Wilbur Smith on 1/22/2001.

⁽²⁾ Total amount of funds available for construction that was produced in the financing analysis. This total accounts for the cash flow shortfalls in the early years that would be required to be made up from some other source.

⁽³⁾ The proposed I-69/I-530 Extension Project has negative net annual toll revenue in each year from 2005 through 2041.

⁽⁴⁾ Total construction funds produced in the financing divided by the estimated capital cost.



Table 16 Open-Toll Barrier Financial Assessment Summary

	Proposed Highway 71	Proposed Highway 412	Proposed Highway 63	Proposed I-69/I-530 Extension
Estimated Capital Cost(1)	\$2,136,000,000	\$2,439,000,000	\$106,000,000	\$1,719,000,000
Total Funds Available from Financing(2) Total Funding Shortfall	357,890,375 (1,778,109,625)	92,143,316 (2,346,856,684)	75,175,993	(4) (1,719,000,000)
Percentage of Project Supported by Estimated Revenues(3)	16.76%	3.78%	70.92%	0.00%
Years where Debt Service Can NOT be Paid Due to Lack of Available Revenues	2006-2014	2005-2014	2006-2014	2005-2041
Project Status	NOT Feasible	NOT Feasible	NOT Feasible	NOT Feasible

⁽¹⁾ Per estimates provided by HNTB and Garver Engineers to Wilbur Smith on 1/22/2001.

Source: Salomon Smith Barney

⁽²⁾ Total amount of funds available for construction that was produced in the financing analysis. This total accounts for the cash flow shortfalls in the early years that would be required to be made up from some other source.

⁽³⁾ Total construction funds produced in the financing divided by the estimated capital cost.

⁽⁴⁾ The proposed Interstate 69/I-530 Extension Project has negative net annual toll revenue in each year from 2005 through 2041.



Dollars

Cumulative Deficit through 2041: (\$4,255,640,223 for Total Project Financing)

Proposed Highway 71 (Closed-Barrier) Net Revenue Available for Debt Service Debt Service 300,000,000.00 100,000,000.00 100,000,000.00

Figure 10

Cumulative Deficit through 2041: (\$6,381,546,358 for Total Project Financing)

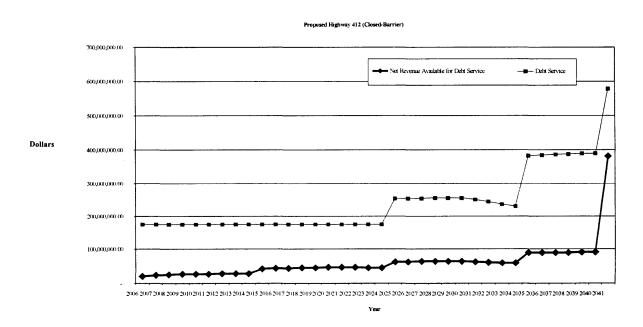


Figure 11



Cumulative Surplus through 2041: \$87,698,100 for Total Project Financing Note: Project still suffers from negative revenue through 2014.

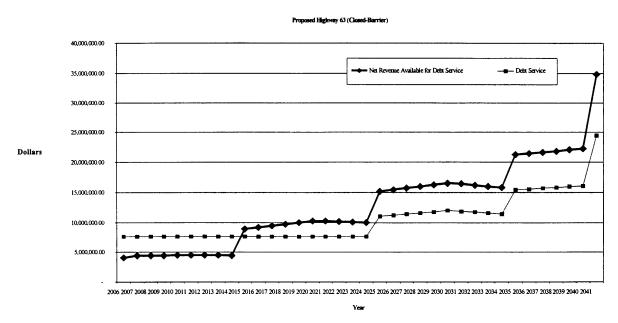


Figure 12

Cumulative Deficit through 2041: (\$4,688,904,900 for Total Project Financing)

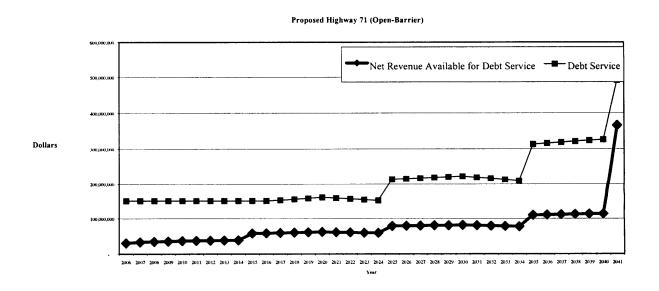


Figure 13



Cumulative Deficit through 2041: (\$6,822,073,247 for Total Project Financing)

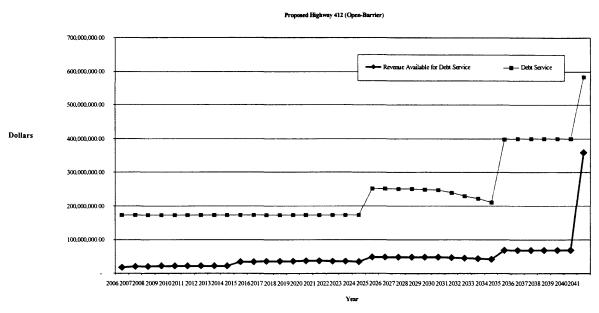


Figure 14

Cumulative Surplus through 2041: \$69,919,989 for Total Project Financing Note: Project still suffers from negative revenue through 2014.

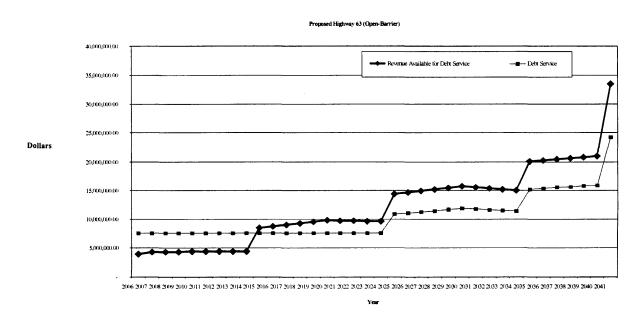


Figure 15



PROJECT FEASIBILITY FIGURES

The following two figures present the financial feasibility of each project in graphical form with the Closed-Toll Barrier projects presented first, followed by the Open-Toll Barrier projects.

Financial Feasibility Analysis (Closed-Barrier System)

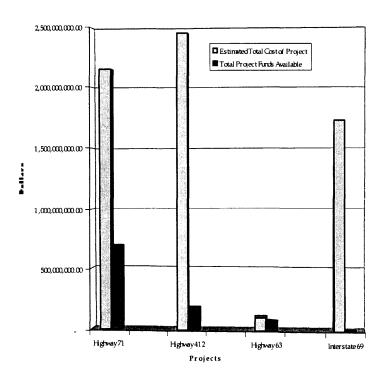


Figure 16



Financial Feasibility Analysis (Open-Barrier System)

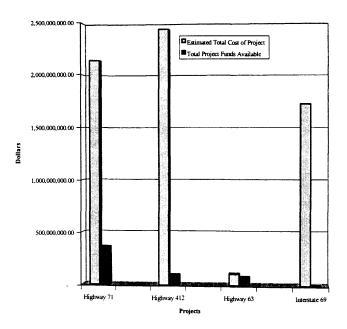


Figure 17

DISCUSSION OF INDIVIDUAL PROJECTS

PROPOSED HIGHWAY 71 IMPROVEMENT CORRIDORS

The Proposed Highway 71 project generates relatively large net revenues available for debt amortization under this current analysis. However, due to the capital cost of approximately \$2.2 billion the percentage of the project supported by revenues remains low at 21.20 percent in the closed-barrier scenario and 16.76 percent in the open-barrier scenario. This project is not financially feasible as a stand-alone toll supported project.

PROPOSED HIGHWAY 412 IMPROVEMENT CORRIDOR

This project has a capital cost of approximately \$2.4 billion. Anticipated revenues to support this size of project are not available. This project is not financially feasible as a stand-alone toll supported project.

PROPOSED HIGHWAY 63 IMPROVEMENT CORRIDOR

The capital costs for Highway 63 are \$109 million or \$106 million depending on the closed or open-barrier configuration and the net revenues available for debt service remain positive. However, the project does not achieve feasibility, with 71.97 percent supported in the closed-barrier scenario and 70.92 percent of the project costs supported in the open-barrier scenario. In



addition, there are relatively low net revenues available in the early years. This indicates that there are not sufficient revenues available to pay debt service in the years 2006 through 2014. Although the Proposed Highway 63 Project is not financially feasible as a stand-alone toll supported project, it is the project that on a relative basis, comes closest to financial feasibility.

PROPOSED INTERSTATE 69/I-530 EXTENSION

The net revenues for the Proposed I-69/I-530 Extension project are actually negative for each year from 2005 – 2041. This obviously produces an impossible situation for a financing, as bonds can only be amortized in years where revenues are available. In addition, the capital cost estimate of approximately \$1.7 billion makes this project very difficult to finance without a much higher stream of expected revenue. This project is not financially feasible as a stand-alone toll supported project.

CONCLUSION

It can be concluded that, based upon the WSA, HNTB, and GE estimates for each corridor, the proposed projects are not feasible as pure toll financed structures. The revenues do not produce sufficient annual amounts to pay operating and maintenance expenses and cover debt service for approximately the first ten years of each project's operation. The debt issued for each project will fail the fundamental rating agency criteria for a minimum investment-grade rating of the proposed debt. In addition, the construction proceeds generated from each financing do not produce sufficient proceeds to fund the estimated construction and right-of-way costs.

It should be recognized however, that while these projects are not financially feasible on a standalone basis, each of them may potentially be implemented employing innovative financing techniques, phasing of project construction, and identification of specific constructable portions of each corridor which may be able to support a financing effort. All of these issues, including the development of system financing whereby the excess revenues of one facility are pledged to support the construction of additional sections of the other facilities will be evaluated for all the project corridors as the study proceeds.

The issue of tolling interstate highways will ultimately need to be addressed outside the present study effort for the potential difficulties involved in the process. Specifically, it is currently not allowed to toll portions of the interstate highway system. To date, there have only been two possible methods explored to accomplish this, both of which, while possibly achievable, have not been implemented. First would be the introduction of variable pricing on toll facilities through the use of managed HOV lanes where tolls are used to "sell" the excess capacity of the HOV lane to motorists willing to pay a toll to avoid congestion. Finally, there are provisions that would allow the individual state or entity to purchase the interstate highway from the federal government in order to retrofit it and employ tolls to its upgrading and reconstruction. This has not been tried to date in any successful way.



DISCLAIMER

Current professional practices and procedures were used in the development of these findings. However, there is considerable uncertainty inherent in future traffic and revenue forecasts for any toll facility. There may sometimes be differences between forecasted and actual results caused by events and circumstances beyond the control of the forecasters. These differences could be material. Also, it should be recognized that traffic and revenue forecasts in this document are intended to reflect the overall estimated long-term trend. Actual experience in any given year may vary due to economic conditions and other factors.

Respectfully submitted,

WILBUR SMITH ASSOCIATES

John Smolley, Jr. Vice President

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APPENDIX A

U.S. 71 (closed system)

Section	Location Description	Project Length (miles)	EA/EIS Status	Roadway Characteristics	Diamond Interchanges with Ramp Toll Plazas	Main Toll Plaza with Closed Barrier System	Turnpike Over Bridges (T.P.O.)	Yoar	Construction + Right-of-Way	Design & Admin, Fees	Total ¹ Cost (\$80)	Cost per Mile
1	Pineville, Mo Bentonville, AR Beginning at Route H near Pineville, Missouri and extending south bypassing Bella Vista Village to the west and then continuing southeasterly to an interchange at US71/Bus71 near Bentonville, Arkansas.	18.8		Four-lane, divided freeway w/ Fullly-Controlled Access	5	1	N/A	2001	\$154,609,188	\$18,517,050	\$173,126,238	\$9,208,842
2	Bentonville to interstate 40 Beginning at the interchange of US71/Bus 71 near Bentonville continuing south along relocated US 71 (Interstate 540) for approx. 65 miles until it terminates at Interstate 40 near the town of Alma.	65	N/A	Four-lane, divided freeway w/ Fullly-Controlled Access	0	0	N/A	2001	\$0	\$0	\$ 0	\$0
	Interstate 40 to DeQueen Beginning at Interstate 40 near the town of Alma and extends south along existing US 71 for approximately 122 miles passing throught the Arkansas counties of Sevier, Polk, Scott, Sebastian and Crawford until it reaches US 70 in DeQueen.	122		Four-lane, divided freeway w/ Fully-Controlled Access	12	3	18	2001	\$1,107,071,332	\$132,751,270	\$1,239,822,602	\$10,162,480
4	DeQueen to Texarkana and Texarkana Northern Loop The projects northern terminus begins east of DeQueen and runs along US 71 for approx. 22 miles until it joins the Texarkana northern loop on the south side of the Little River floodplain. The Northern Loop is approx. 37 miles which ties into the existing proposed south loop at 1-30 on the west side of Texarkana and US 67 on the east side of the city.	59.06		Four-lane, divided freeway w/ Fullly-Controlled Access	2	1	12	2001	\$430,987,673	\$51,685,917	\$482,673,590	\$8,172,597
5	Texarkana to Louisiana State Line This new facility would begin on the southeast side of Texarkana approx. 1.5 miles east of the Arkansas-Texas state line. From that point the selected alignment extends southeast, generally paralleling the existing two-lane US 71 to the west. Near Fouke, Arkansas the alignment turns south, crosses the sulfphur River immediately east of the existing US 71 bridge, passes east of Doddridge before reaching the Louisiana stat line near Ida, Louisiana.	29		Four-lane, divided freeway w/ Variable Width Median	3	1	4	2001	\$229,752,337	\$27,541,473	\$257,293,810	\$8,872,200

¹Cost = Construction + right-of-way + 12% for Design & Administration

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

US 71 Section: #1 - Pineville, Mo. to Bentonville, AR

Corridor Length (miles): ___

18.8

Date: 1/22/01

ITEM	SLIG-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY	4-Lane Divided Freeway			
(includes: grading, drainage,	Moutanious Terrain	\$7.5M /mile		\$.
paving)	Rolling Terrain	\$5.5M /mile	<u></u>	s -
	Flat Terrain	\$3.5M /mile		\$.
		[Total	\$.
MISCELLANEOUS				
ITEMS		1		
	Interchange (diamond/folded-diamond)	\$4.5M /Each		s -
	Ramp Toil Plaza (2 Plazas per interchange)	\$525,000 /Interchange	5	\$ 2,625,000
	Mainline Toli Plaza	\$2.6M /Each	1	\$ 2,600,000
	Lighting - Interchange	\$150,000 /Each		\$ -
	Signalization - Interchange(urban areas only)	\$187,500 /Each		s -
	Fencing - Mainline	\$3.50 /L.F.	 	s -
	Erosion Control	2% of Gr., Dr., & Surf.		š -
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		š -
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		\$ -
	Utility Relocation	2% of Gr., Dr., & Surf.		S -
			Total	\$ 5,225,000
				V 1, ,
TOTAL ROADWAY C	ONSTRUCTION COST	-		\$ 5,225,000
BRIDGES	Mainline - Interchange/RR/Stream/Creek	\$75 /S.F.		\$ -
	Mainline - River Crossing	\$110 /S.F.		-
	Bridge Approaches	\$15 /S.F.		\$ -
TOTALESTRICTIES	 8 CONSTRUCTION COST			\$ -

		Co	nstruction Subtotal	\$ 5,225,000
			15% of Construction	
	Design and Constructi	on Admin @ 12% of Constr		· ·
		_	٠	
TOTAL CONSTRUCT	ION COST			\$ 6,729,800
DICUT OF WAY				
RIGHT-OF-WAY		Diaha of Mar. @ 50/ -45	Control & Charaters	e 204.050
		Right-of-Way @ 5% of R	ROW Subtotal	
			+15% Contingency	\$ 39,188
TOTAL RIGHT-OF-W	AY COST	ı	I.	\$ 300,438
GRAND TOTAL				

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Cost per Mile =

\$373,949

Bridge Lengths (mainline over):

Railroads= 250 ft. Minor State Hwy= 180 ft.
Major State Hwy= 350 ft. Stream/Creek= 180 ft Rivers= 1000 ft.

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

US 71 Section: #2 - Bentonville to Interstate 40

Date:	 1/22/01

Corridor Length (miles):

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
		1		
ROADWAY	4-Lane Divided Freeway	1 .		
includes: grading, drainage,	Moutanious Terrain	\$7.5M /mile		\$
paving)	Rolling Terrain	\$5.5M /mile		\$
	Flat Terrain	\$3.5M /mile		\$
			Total	\$
MISCELLANEOUS ITEMS			į	
	Interchange (diamond/folded-diamond)	\$4.5M /Each		S
	Ramp Toll Plaza (2 Plazas per interchange)	\$525,000 /Interchange		S
	Mainline Toli Plaza	\$2.6M /Each		S
	Lighting - Interchange	\$150,000 /Each		\$
		· · · · · · ·		S
	Signalization - Interchange(urban areas only)	\$187,500 /Each		•
	Fencing - Mainline	\$3.50 /L.F.		\$
	Erosion Control	2% of Gr., Dr., & Surf.		-
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		\$ -
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		\$ -
	Utility Relocation	2% of Gr., Dr., & Surf.		\$ -
	i	1	Total	\$
OTAL ROADWAY (CONSTRUCTION COST			\$
2010.050	Matalian International (DDIO)	0.5		
BRIDGES	Mainline - Interchange/RR/Stream/Creek	\$75 /S.F.		\$
	Mainline - River Crossing	\$110 /S.F.		\$
	Bridge Approaches	\$15 /S.F.		\$
OLAR STRUCTURE	S CONSTRUCTION COST			\$
		Con	struction Subtotal	\$
		Contingency @	15% of Construction	\$ -
	Design and Constructi	ion Admin @ 12% of Constru	ction + Contingency	\$ -
	_	•		
OTAL CONSTRUCT	TION COST			\$
RIGHT-OF-WAY				
KIOIII-OI-WAI		Right-of-Way @ 5% of Ro	aduay + Stayaturaa	e _
		Night-ol-way @ 5% of Ro	ROW Subtotal	
		1	_	-
			+15% Contingency	\$
OTAL RIGHT-OF-W	AY COST			\$
-73000070707			***************************************	•
RAND TOTAL				\$

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.

Minor State Hwy= 180 ft.

Major State Hwy= 350 ft. Stream/Creek= 180 ft Rivers= 1000 ft. Approaches= 36.5 ft.

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

US 71 Section:

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30

#3 - Interstate 40 to DeQueen

Corridor Length (miles): 122

Date: 1/22/01

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST

ROADWAY	4-Lane Divided Freeway	A 514 (1.17-		
(includes: grading, drainage,	Moutanious Terrain	\$7.5M /mile		\$ - \$ -
paving)	Rolling Terrain Flat Terrain	\$5.5M /mile \$3.5M /mile		\$ -
	riat Terrain	\$3.5M /ITINE	Total	\$ -
	}		1000	
MISCELLANEOUS				
ITEMS				
1120	Interchange (diamond/folded-diamond)	\$4.5M /Each		s -
	Ramp Toll Plaza (2 Plazas per interchange)	\$525,000 /Interchange	12	\$ 6.300.000
	Mainline Toll Plaza	\$2.6M /Each	3	\$ 7,800,000
	Lighting - Interchange	\$150,000 /Each		s -
	Signalization - Interchange(urban areas only)	\$187,500 /Each		s -
	Fencing - Mainline	\$3.50 /L.F.	0	\$ -
	Erosion Control	2% of Gr., Dr., & Surf.		s -
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		\$.
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		\$ -
	Utility Relocation	2% of Gr., Dr., & Surf.		\$ -
			Total	\$ 14,100,000
TOTAL ROADWAY	CONSTRUCTION COST			\$ 14,100,000
BRIDGES	Mainline - Interchange/RR/Stream/Creek	\$75 /S.F.		\$ -
	Mainline - River Crossing	\$110 /S.F.		\$ -
	Bridge Approaches	\$15 /S.F.		\$ -
TOTAL STRUCTURE	S CONSTRUCTION COST			\$ -
			nstruction Subtotal	
			15% of Construction	
	Design and Construct	ion Admin @ 12% of Constr	uction + Contingency	\$ 1,945,800
TOTAL CONSTRUC	nou oney			\$ 18,160,800
HUTAL COMBINUE	ION COST	T		\$ 16,160,800
RIGHT-OF-WAY		ļ		
RIGHT-OF-WAT		Right-of-Way @ 5% of R	andum t Stateturns	\$ 705,000
		Right-of-way @ 5% of R	ROW Subtotal	l ' '
			+15% Contingency	*
			+13% Contingency	100,750
TOTAL RIGHT-OF-VI	AY COST	1	I	\$ 810,750
GRAND TOTAL				\$ 18,971,550

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Cost per Mile =

\$155,505

Bridge Lengths (mainline over): Railroads= 250 ft.

Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft

Rivers= 1000 ft.

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

US 71 Section:

#4 - DeQueen to Texarkana and Texarkana Northern Loop

Date: 1/3/01

Corridor Length (miles): 59.06

ITEM	SUB-ITEMS	UNIT COST	CUANTITY	TOTAL COST
ROADWAY	4-Lane Divided Freeway			
(includes: grading, drainage,	Moutanious Terrain	\$7.5M /mile		\$
paving)	Rolling Terrain	\$5.5M /mile		\$
	Flat Terrain	\$3.5M /mile		\$
			Total	\$
MISCELLANEOUS		}		
ITEMS				
IILMS	Interchange (diamond/folded-diamond)	\$4.5M /Each		s
	Ramp Toll Plaza (2 Plazas per interchange)	\$525.000 /Interchange	2	\$ 1,050,00
	Mainline Toll Plaza	\$2.6M /Each	1	\$ 2,600,00
	Lighting - Interchange	\$150,000 /Each		\$
	Signalization - Interchange(urban areas only)	\$187,500 /Each		\$
	Fencing - Mainline	\$3.50 /L.F.	307217	\$ 1,075,26
	Erosion Control	2% of Gr., Dr., & Surf.		\$ -
	Signing & Paving Markings	2% of Gr., Dr., & Surf.	}	\$ -
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		\$ -
	Utility Relocation	2% of Gr., Dr., & Surf.		\$ -
			Total	\$ 4,725,26
TOTAL ROADWAY (ONSTRUCTION COST			\$ 4,725,26
BRIDGES	Mainline - Interchange/RR/Stream/Creek	\$75 /S.F.		s
BRIDGES	Mainline - River Crossing	\$110 /S.F.		S
	Bridge Approaches	\$110 /3.F. \$15 /S.F.		\$
	Dridge Approacties	410 70.1.		•
OTAL STRUCTURE	S CONSTRUCTION COST	1		\$
		Co	nstruction Subtotal	
			15% of Construction	
	Design and Constructi	on Admin @ 12% of Consti	ruction + Contingency	\$ 652,08
OTAL CONSTRUCT	TION COST			\$ 6,086,13
RIGHT-OF-WAY				
		Right-of-Way @ 5% of F	Roadway + Structures	\$ 236,26
			ROW Subtotal	\$ 236,26
			+15% Contingency	\$ 35,43
TOTAL RIGHT-OF-W	AY COST	I		\$ 271,70
GRAND TOTAL				\$ 6,357,83
			Cost per Mile =	\$107,6
			Cost per Mile =	₽107,6

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

US 71 Section:

#5 - Texarkana to Louisiana State Line

Date:	1/3/01

Corridor Length (miles):

***************************************		(00000000000000000000000000000000000000	***************************************	
ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY	4-Lane Divided Freeway			
	Moutanious Terrain	\$7.5M /mile		s -
(includes: grading, drainage, paving)	Rolling Terrain	\$5.5M /mile		š -
peving)	Flat Terrain	\$3.5M /mile		\$ -
			Total	\$ -
MISCELLANEOUS				
ITEMS				
	Interchange (diamond/folded-diamond)	\$4.5M /Each		s -
	Ramp Toll Plaza (2 Plazas per interchange)	\$525,000 /Interchange	3	\$ 1,575,000
	Mainline Toll Plaza	\$2.6M /Each	1	\$ 2,600,000
	Lighting - Interchange	\$150,000 /Each	<u>'</u>	\$ 2,000,000
	Signalization - Interchange(urban areas only)	\$187,500 /Each		\
	Fencing - Mainline	\$3.50 /L.F.		\$
	Erosion Control	2% of Gr., Dr., & Surf.		\$ -
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		\$ - \$
	1			\$ -
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		\$ -
	Utility Relocation	2% of Gr., Dr., & Surf.	-	<u> </u>
			Total	\$ 4,175,000
~~~~				4 4 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7 7
IOTAL KOADWAY	CONSTRUCTION COST	I .		\$ 4,175,000
BRIDGES	Mainline - Interchange/RR/Stream/Creek	\$75 /S.F.		s -
DIGIDGEO	Mainline - River Crossing	\$110 /S.F.		\$ -
	Bridge Approaches	\$15 /S.F.		\$
	Bridge Approaches	\$15 /S.F.		•
OTAL STRUCTURE	S CONSTRUCTION COST			\$ .
		Co	nstruction Subtotal	\$ 4,175,000
		Contingency @	15% of Construction	\$ 626,250
	Design and Constructi	on Admin @ 12% of Constr		
	•	•	,	
OTAL CONSTRUC	HON COST			\$ 5,377,400
RIGHT-OF-WAY				
		Right-of-Way @ 5% of R	oadway + Structures	\$ 208,750
			ROW Subtotal	\$ 208,750
			+15% Contingency	\$ 31,313
OTAL RIGHT-OF-W	AY COST			\$ 240,063
19/410507/4-20				£ 2047 400
GRAND TOTAL				\$ 5,617,463

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Cost per Mile =

\$193,706

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

U.S. 71 (open system)

Section	Location Description	Project Length (miles)	EA/EIS Status	Roadway Characteristics	Diamond Interchanges with Ramp Toll Plazas	Main Toli Plaza with Closed Barrier System	Tumpike Over Bridges (T.P.O.)	Year	Construction + Right-of-Way	Design & Admin, Fees	Total ¹ Cost (SM)	Cost per Mile
1	Pineville, Mo Bentonville, AR Beginning at Route H near Pineville, Missouri and extending south bypassing Bella Vista Village to the west and then continuing southeasterly to an interchange at US71/Bus71 near Bentonville, Arkansas.	18.8		Four-lane, divided freeway w/ Fullly-Controlled Access	0	1	N/A	2001	\$151,439,500	\$18,154,800	\$169,594,300	\$9,020,973
2	Bentonville to Interstate 40 Beginning at the Interchange of US71/Bus 71 near Bentonville continuing south along relocated US 71 (Interstate 540) for approx. 65 miles until it terminates at Interstate 40 near the town of Alma.	65		Four-lane, divided freeway w/ Fullty-Controlled Access	0	0	<b>N</b> /A	2001	\$0	\$0	<b>\$</b> 0	\$0
3	Interstate 40 to DeQueen Beginning at Interstate 40 near the town of Alma and extends south along existing US 71 for approximately 122 miles passing throught the Arkansas counties of Sevier, Polk, Scott, Sebastian and Crawford until it reaches US 70 in DeQueen.	122		Four-lane, divided freeway w/ Fulty-Controlled Access	0	3	18	2001	\$1,099,464,082	\$131,881,870	\$1,231,345,952	\$10,093,000
4	DeQueen to Texarkana and Texarkana Northern Loop The projects northern terminus begins east of DeQueen and runs along US 71 for approx. 22 miles until it joins the Texarkana northern loop on the south side of the Little River floodplain. The Northern Loop is approx. 37 miles which ties into the existing proposed south loop at I-30 on the west side of Texarkana and US 67 on the east side of the city.	59.06		Four-tane, divided freeway w/ Fullty-Controlled Access	0	1	12	2001	\$428,421, <b>42</b> 2	\$51,392,631	\$479,814,053	\$8,124,180
5	Texarkana to Louisiana State Line This new facility would begin on the southeast side of Texarkana approx. 1.5 miles east of the Arkansas-Texas state line. From that point the selected alignment extends southeast, generally paralleling the existing two-lane US 71 to the west. Near Fouke, Arkansas the alignment turns south, crosses the sulfphur River immediately east of the existing US 71 bridge, passes east of Doddridge before reaching the Louisiana stat line near Ida, Louisiana.	29		Four-lane, divided freeway w/ Variable Width Median	0	1	4	2001	\$227,850,524	<b>\$</b> 27,324,123	<b>\$</b> 255,174,647	\$8,799,126

A COMPANIAN COMP

¹Cost = Construction + right-of-way + 12% for Design & Administration

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on New Alignment)

US 71 Section:

#1 - Pineville, Mo. to Bentonville, AR

Date:	1/22/01

Corridor Length (miles):

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	101	AL COST
ROADWAY	4-Lane Divided Freeway	<b> </b>			
ROADIIAT	Moutanious Terrain	\$7.5M /mile		S	_
(includes: grading, drainage,	Rolling Terrain	\$5.5M /mile		•	_
paving)	Flat Terrain	\$3.5M /mile		Š	_
	Tiat Tetrain	<b>4</b> 5.5 <b>W</b> //////	Total	•	
			1000.	•	
MISCELLANEOUS	1	ł			
ITEMS		1			
	Interchange (diamond/folded-diamond)	\$4.5M /Each		\$	
	Ramp Toll Plaza (2 Plazas per interchange)	\$525,000 /Interchange		Š	_
	Mainline Toll Plaza	\$2.6M /Each		Š	2,600,000
		\$150,000 /Each		S	2,000,000
	Lighting - Interchange	1 ' '		S	•
	Signalization - Interchange(urban areas only)	1			•
	Fencing - Mainline	\$3.50 /L.F.		\$	•
	Erosion Control	2% of Gr., Dr., & Surf.		\$	-
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		\$	•
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		\$	•
	Utility Relocation	2% of Gr., Dr., & Surf.		\$	-
			Total	\$	2,600,000
		<u> </u>			
TOTAL ROADWAY	CONSTRUCTION COST	· · · · · · · · · · · · · · · · · · ·		\$	2,600,000
BRIDGES	Mainline - Interchange/RR/Stream/Creek	\$75 /S.F.		s	_
BRIDGES	_	The state of the		\$	-
	Mainline - River Crossing	1 ' '		\$	-
	Bridge Approaches	\$15 /S.F.		•	•
TOTAL STRUCTURE	S CONSTRUCTION COST	]		S	
				· -	
		Cor	struction Subtotal	s	2,600,000
			15% of Construction	1	390,000
	Design and Construct	ion Admin @ 12% of Constru		S	358,800
	Design and Constituct	ION AUTHIN W 12 % OF CONSTRU	ction + contingency	•	330,000
TOTAL CONSTRUC	TION COST			S	3,348,800
·	Τ	Γ			
RIGHT-OF-WAY					
MOIII-OI-WAI		Right-of-Way @ 5% of Ro	nadway + Structures	s	130,000
		I Tagrit-Oi-112y to 5% Of Ri	ROW Subtotal		130,000
			+15% Contingency		19,500
			+ 13% Contingency	<b>"</b>	19,300
TOTAL RIGHT-OF-V	AY COST	1		s	149,500
GRAND TOTAL				\$	3,498,300
					, ,

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Cost per Mile =

Bridge Lengths (mainline over):

Railroads= 250 ft.

Minor State Hwy= 180 ft

Major State Hwy= 350 ft.

Stream/Creek= 180 ft

Rivers= 1000 ft. Approaches= 36.5 ft.

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on New Alignment)

US 71 Section:

#2 - Bentonville to Interstate 40

Date:	 1,	22/	01

Corridor Length (miles):

	urrino to interpola TV	001	ndor Length (miles).	
ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY	4-Lane Divided Freeway			i
	Moutanious Terrain	\$7.5M /mile		s -
(includes: grading, drainage, paving)	Rolling Terrain	\$5.5M /mile		\$ -
	Flat Terrain	\$3.5M /mile		\$ -
		ŀ	Total	\$ -
MISCELLANEOUS				
ITEMS		l		
	Interchange (diamond/folded-diamond)	\$4.5M /Each [		-
	Ramp Toll Plaza (2 Plazas per interchange)	\$525,000 /Interchange		\$ -
	Mainline Toll Plaza	\$2.6M /Each		\$ -
	Lighting - Interchange	\$150,000 /Each		\$ -
	Signalization - Interchange(urban areas only)	\$187,500 /Each		\$ -
	Fencing - Mainline	\$3.50 /L.F.		\$ -
	Erosion Control	2% of Gr., Dr., & Surf.		\$ -
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		\$ -
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		\$ -
	Utility Relocation	2% of Gr., Dr., & Surf.		\$ -
			Total	\$ -
TOTAL ROADWAY C	ONSTRUCTION COST			\$ -
	I I I I I I I I I I I I I I I I I I I			
BRIDGES	Mainline - Interchange/RR/Stream/Creek	\$75 /S.F.		-
	Mainline - River Crossing	\$110 /S.F.		-
	Bridge Approaches	\$15 /S.F.		\$ -
TOTAL STRUCTURE	S CONSTRUCTION COST			\$ -
		Cor	struction Subtotal	-
		Contingency @	15% of Construction	\$ -
	Design and Constructi	on Admin @ 12% of Constru	ction + Contingency	-
OTAL CONSTRUCT	ION COST			\$ .
	Ī	Ι		
RIGHT-OF-WAY		[		
		Right-of-Way @ 5% of Ro	nadway + Structures	s -
			ROW Subtotal	
			+15% Contingency	•
	1			<b>,</b>
TOTAL RIGHT-OF-W	AY COST	<u> </u>		\$ -
(OTAL RIGHT-OF-W	AY COST			

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

\$0

Cost per Mile =

Bridge Lengths (mainline over):

Rainine over):
Rainrads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

**Preliminary Cost Estimate - Open Barrier System** 

(Four-Lane Divided Freeway on New Alignment)

US 71 Section: #3 - Interstate 40 to DeQueen

Corridor Length (miles): 122

Date: 1/22/01

ITEM			000000000000000000000000000000000000000	
***************************************	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
		1		
ROADWAY	4-Lane Divided Freeway	<u> </u>		
	Moutanious Terrain	\$7.5M /mile		s -
(includes: grading, drainage, paving)	Rolling Terrain	\$5.5M /mile		š -
paring/	Flat Terrain	\$3.5M /mile		š -
			Total	\$ .
MISCELLANEOUS		1		
ITEMS		1		
	Interchange (diamond/folded-diamond)	\$4.5M /Each		<b>s</b> -
	Ramp Toli Plaza (2 Plazas per interchange)	\$525,000 /Interchange		s -
	Mainline Toll Plaza	\$2.6M /Each	3	\$ 7,800,000
	Lighting - Interchange	\$150,000 /Each		\$ -
	Signalization - Interchange(urban areas only)	\$187,500 /Each		s -
	Fencing - Mainline	\$3.50 /L.F.		\$ -
	Erosion Control	2% of Gr., Dr., & Surf.		\$ .
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		\$ -
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		s -
	Utility Relocation	2% of Gr., Dr., & Surf.		\$ -
	Culity Relocation	2 % Of Gr., Dr., & Suri.	Total	¥
			TOTAL	7,000,000
TOTAL ROADWAY C	ONSTRUCTION COST	]		\$ 7,800,000
BRIDGES	Mainline - Interchange/RR/Stream/Creek	\$75 /S.F.		\$ -
	Mainline - River Crossing	\$110 /S.F.		-
	Bridge Approaches	\$15 /S.F.		\$ -
TOTAL STRUCTURES	CONSTRUCTION COST			\$ -
		Cor	struction Subtotal	\$ 7,800,000
		Contingency @	15% of Construction	\$ 1,170,000
	Design and Constructi	on Admin @ 12% of Constru	ction + Contingency	\$ 1,076,400
TOTAL CONSTRUCT	ON COST			\$ 10,046,400
	UN GOST	I I		\$ 10,040,400
RIGHT-OF-WAY		1		
KIGITI-OI-WAT		Dight of Wov @ 5% of Bo	andruor + Ctaraturas	\$ 390,000
		Right-of-Way @ 5% of Ro	ROW Subtotal	
		1	+15% Contingency	\$ 58,500
		1		
TOTAL RIGHT-OF-WA	IY COST			\$ 448,500
TOTAL RIGHT-OF-WA	IY COST			· · · · · · · · · · · · · · · · · · ·

### General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Cost per Mile =

Bridge Lengths (mainline over):

Railroads= 250 ft.

Minor State Hwy= 180 ft

Major State Hwy= 350 ft.

Stream/Creek= 180 ft Rivers= 1000 ft. Approaches= 36.5 ft.

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on New Alignment)

**US 71 Section** 

#4 - DeQueen to Texarkana and Texarkana Northern Loop

Corridor Length (miles):

59.06

Date: 1/22/01

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY	4-Lane Divided Freeway		. <u>-</u>	
	Moutanious Terrain	\$7.5M /mile		s -
(includes: grading, drainage, paving)	Rolling Terrain	\$5.5M /mile		\$ .
, p= <b>y</b> ,	Flat Terrain	\$3.5M /mile		\$ -
			Total	\$ .
			'	
MISCELLANEOUS				
ITEMS				
	Interchange (diamond/folded-diamond)	\$4.5M /Each		\$ -
	Ramp Toll Plaza (2 Plazas per interchange)	\$525,000 /Interchange		<b>S</b> -
	Mainline Toll Plaza	\$2.6M /Each	1	\$ 2,600,000
	Lighting - Interchange	\$150,000 /Each		<b>s</b> -
	Signalization - Interchange(urban areas only)	\$187,500 /Each		\$ -
	Fencing - Mainline Erosion Control	\$3.50 /L.F.		\$ - \$ -
	Signing & Paving Markings	2% of Gr., Dr., & Surf. 2% of Gr., Dr., & Surf.		\$ -
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		- \$ -
	Utility Relocation	2% of Gr., Dr., & Surf.		\$ -
	County Relocation	276 01 Gr., Dr., & Guil.	Total	
			i Otai	2,000,000
TOTAL ROADWAY C	ONSTRUCTION COST			\$ 2,600,000
BRIDGES	Mainline - Interchange/RR/Stream/Creek	\$75 /S.F.		\$ -
	Mainline - River Crossing	\$110 /S.F.		<b>\$</b> -
	Bridge Approaches	\$15 /S.F.		\$ -
TOTAL STRUCTURE	 S CONSTRUCTION COST			\$ -
				•
		Co	nstruction Subtotal	\$ 2,600,000
		Contingency @	15% of Construction	\$ 390,000
	Design and Construction	on Admin @ 12% of Constr	uction + Contingency	\$ 358,800
TOTAL CONSTRUCT	ION COST			\$ 3,348,800
DICUT OF WAY				
RIGHT-OF-WAY		Dieta et Weir @ FOV - CD	and was I Charaters	e 420.000
		Right-of-Way @ 5% of R	ROW Subtotal	
			+15% Contingency	' '
			· 13% Contingency	u 19,500
TOTAL RIGHT-OF-W	AY COST			\$ 149,500
GRAND TOTAL				\$ 3,498,300

General Notes:

Bridge Deck Width (mainline) ≈ 40 ft. x 2 bridge decks

Cost per Mile =

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

**Preliminary Cost Estimate - Open Barrier System** 

(Four-Lane Divided Freeway on New Alignment)

US 71 Section:

#5 - Texarkana to Louisiana State Line

Corridor Length (miles):

Date: 1/3/01

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	***************************************	OTAL COST
	SUD4) EMD	5911.0025		**************************************	97/20503057
	1	1			
ROADWAY	4-Lane Divided Freeway				
# # #	Moutanious Terrain	\$7.5M /mile		\$	-
(includes: grading, drainage, paving)	Rolling Terrain	\$5.5M /mile		\$	-
• •	Flat Terrain	\$3.5M /mile		\$	-
		Į.	Total	\$	
			'		
<b>MISCELLANEOUS</b>					
ITEMS					
	Interchange (diamond/folded-diamond)	\$4.5M /Each		\$	-
	Ramp Toll Plaza (2 Plazas per interchange)	\$525,000 /Interchange		\$	-
	Mainline Toll Plaza	\$2.6M /Each	1	\$	2,600,000
	Lighting - Interchange	\$150,000 /Each		\$	
	Signalization - Interchange(urban areas only)	\$187,500 /Each		\$	-
	Fencing - Mainline	\$3.50 /L.F.		\$	-
	Erosion Control	2% of Gr., Dr., & Surf.		S	-
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		s	
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		Š	
	Utility Relocation	2% of Gr., Dr., & Surf.		S	_
	Canty Reiosadon	270 01 01., 51., 4 0411.	Total	ě	2,600,000
			, Otal	*	2,000,000
TOTAL ROADWAY	CONSTRUCTION COST	I		\$	2,600,000
BRIDGES	Mainline - Interchange/RR/Stream/Creek	\$75 /S.F.		\$	-
	Mainline - River Crossing	\$110 /S.F.		\$	-
	Bridge Approaches	\$15 /S.F.		\$	-
				•	
TOTAL STRUCTURE	S CONSTRUCTION COST			\$	
		Co	nstruction Subtotal	\$	2,600,000
		Contingency @	15% of Construction	\$	390,000
	Design and Construct	ion Admin @ 12% of Constr	uction + Contingency	\$	358,800
TOTAL CONSTRUC	now coet			\$	3,348,800
		I		•	3,340,000
RIGHT-OF-WAY		1			
RIGHT-OF-WAT		Dist. (184 - 6 50) - 4 5			400.000
		Right-of-Way @ 5% of R			130,000
			ROW Subtotal		130,000
			+15% Contingency	\$	19,500
TOTAL RIGHT-OF-W	AY COST	1	L	\$	149,500
GRAND TOTAL				\$	3,498,300
		*****			

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Cost per Mile =

\$120,631

Bridge Lengths (mainline over):
Railroads= 250 ft.

Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft Rivers= 1000 ft. Approaches= 36.5 ft. U.S. 412 (closed system)

	Z (Closed System)					i				,		
Section	Location Description	EstimatePr oject Length (miles)	EA/EIS Status	Roadway Characteristics	Diamond Interchanges with Ramp Toll Plazes	Main Toll Plaza with Closed/Ticket System	Turnpike Over Bridges (T.P.O.)	Year	Construction + Right-of-Way	Design & Admin. Fees	Total ¹ Cost (\$M)	Cost per Mile
1	Siloam Springs By-Paes Beginning at the Oklahoma State Line (Cherokee Turnpike) and extending east bypassing Siloam Springs to the south and continuing northeasterly to an interchange at SH59/SH68/US412.	6	N/A	Divided - Controlled Access New Alignment	1	-	14	2001	\$37,662,348	\$4,304,268	<b>\$4</b> 1,966,616	\$6,994,436
2	Siloam Springs to Tontitown Beginning at the Interchange of SH59/SH68/US412 extending east to 3.5 miles west of Tontitown intersecting with old US412.	12.4	N/A	Divided - Controlled Access Upgrade Existing Alignment	2	1	4	2001	\$17,458,639	\$1,995,273	\$19,453,912	\$1,568,864
3	Springdale By-Pass Beginning at the interchange of old US412, 3.5 miles west of Tontitown, extending north to an interchange at SH112, then then extending east to an interchange at 1-540, then extending east to an interchange at US71 Business, then extending east to to an interchange at SH255, then extending south to the an interchange connection at old US412/SH68.	16.5	In-Progress	Divided - Controlled Access New Alignment	2		16	2001	\$172,420,512	\$18,809,510	\$191,230,022	\$11,589,698
	Springdale to Osaga Beginning at the east side of Springdale at the interchange of old US412, extending east to Osaga. Interchanges will be located at SH45 at Hindsville, SH23 at Huntsville, SH21 east of Marble and at SH103 in Osaga.	39.5	N/A	Divided - Controlled Access New Alignment	3	2	40	2001	\$360,782,284	\$41,232,261	\$402,014,545	<b>\$10</b> ,177,583
	Osaga to Harrison Beginning at the interchange of SH103 extending east 17.5 miles to the interchange at SH7 in Harrison.	17.5	N/A	Divided - Controlled Access New Alignment	1	-	8	2001	\$169,005,685	\$19,314,935	\$188,320,620	\$10,761,178
6	Harrison to Yellville Beginning at the interchange of SH7 in Harrison extending east miles to US62 in Yellville with interchanges at US65 in Bellefonte and at US62/SH202 in Yellville.	23.5	N/A	Divided - Controlled Access New Alignment	1	1	10	2001	\$203,579,912	\$23,266,276	\$226,846,187	\$9,653,029
7	Yellville to Mountain Home Beginning at the interchange of US62/SH202 in Yellville extending east 18.5 miles to US62 in Mountain Home with interchanges located at SH178 in Flippin and at SH201 in Mountain Home.	18.5	N/A	Divided - Controlled Access New Alignment	3	-	18	2001	\$177,654,041	\$20,303,319	\$197,957,360	\$10,700,398
	Mountian Home to Salem Beginning at the interchange of SH201 extending east 36 miles to Salem with interchanges located at SH5 and US 412 in Mountain Home and an interchange located at SH9 in Salem.	36	N/A	Divided - Controlled Access Upgrade Existing Alignment at Mountain Home New Alignment to Salem	1	1	28	2001	\$295,041,637	\$33,719,044	\$328,760,681	\$9,132,241
	Salem to Hardy Beginning at the interchange of SH9 in Salem extending east 26 miles to an interchange at US412/SH175 east of Hardy.	26	N/A	Divided - Controlled Access New Alignment	1	1	20	2001	\$219,521,689	<b>\$25,088,19</b> 3	\$244,609,882	\$9,408,072
	Hardy to Hoxie Beginning at the interchange of US412/SH175 east of Hardy, extending east 35 miles to an interchange at US67 in Hoxie.	35	N/A	Divided - Controlled Access New Alignment	1	-	20	2001	\$300,771,345	\$34,373,868	\$335,145,213	\$9,575,578
	Hoxie to Paragould Beginning at the interchange of US67 in Hoxie, extending east 28 miles with interchanges at SH141 and at US49 in Paragould.	28	N/A	Divided - Controlled Access New Alignment	2	1	24	2001	\$178,234,487	\$20,369,656	\$198,604,142	\$7,093,005
	Paragould to Missouri State Line Beginning at the interchange of US49 in Paragould, extending east miles to the Missouri State Line.	10	N/A	Divided - Controlled Access New Alignment	-	•	12	2001	\$69,185,645	\$7,906,931	\$77,092,575	\$7,709,258

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¹ Cost = Construction + right-of-way + 12% for Design & Administration

**Preliminary Cost Estimate - Closed Barrier System** 

(Four-Lane Divided Freeway on New Alignment)

<b>US 412</b>	Corridor	- Siloam	Springs	<b>ByPass</b>
---------------	----------	----------	---------	---------------

Corridor Length (miles):

Date:

1/2/01

QUANTITY TOTAL COST UNIT COST SUB-ITEMS ITEM **ROADWAY** 4-Lane Divided Freeway Moutanious Terrain \$7.5M /mile 0 (includes: grading, drainage, \$5.5M Rolling Terrain /mile \$ \$3.5M 21,000,000 Flat Terrain /mile 6 \$ Total \$ 21,000,000 **MISCELLANEOUS ITEMS** \$4.5M /Each Interchange (diamond/folded-diamond) 0 \$ Ramp Toll Plaza (2 Plazas per interchange) \$525,000 /Interchange \$ 525,000 Mainline Toll Plaza \$2.6M /Each \$ Lighting - Interchange \$150,000 /Each 150,000 \$187,500 187,500 Signalization - Interchange(urban areas only) /Each \$ Fencing - Mainline 63500 222,250 \$3.50 /L.F. \$ **Erosion Control** 2% of Gr., Dr., & Surf. 420,000 Signing & Paving Markings 2% of Gr., Dr., & Surf. \$ 420,000 Maintenance of Traffic 2% of Gr., Dr., & Surf. 420,000 **Utility Relocation** 2% of Gr., Dr., & Surf. 420,000 2,764,750 Total \$ TOTAL ROADWAY CONSTRUCTION COST 23,764,750 **BRIDGES** Mainline - Interchange/RR \$75 /S.F. 92,000 6,900,000 Mainline - Stream/Creek \$75 /S.F. 0 \$ Mainline - River Crossing \$110 /S.F. 0 \$ 35,040 **Bridge Approaches** \$15 /S.F. 525,600 TOTAL STRUCTURES CONSTRUCTION COST. 7,425,600 31,190,350 Construction Subtotal \$ Contingency @ 15% of Construction 4,678,553 4,304,268 Design and Construction Administration @ 12% of Construction + Contingency \$ TOTAL CONSTRUCTION COST 40,173,171 **RIGHT-OF-WAY** Right-of-Way @ 5% of Roadway + Structures 1,559,518 ROW Subtotal \$ 1,559,518 +15% Contingency 233,928 TOTAL RIGHT-OF-WAY COST 1,793,445

GRAND TOTAL				\$ 41,966,61

Cost per Mile =

\$6,994,436

### General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.

Minor State Hwy= 180 ft Major State Hwy= 350 ft.

Stream/Creek= 180 ft

Rivers= 1000 ft.

### **Preliminary Cost Estimate - Closed Barrier System**

(Four-Lane Divided Freeway on Existing Alignment)

### **US 412 Corridor - Siloam Springs to Tontitown**

Corridor Length (miles):

Date: 1/2/01

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL CO	ST
ROADWAY  (includes: grading, drainage, paving)	<b>4-Lane Divided Freeway</b> Moutanious Terrain Rolling Terrain Flat Terrain	\$7.5M /mile \$5.5M /mile \$3.5M /mile	0 0 0 Total	\$ \$	
MISCELLANEOUS ITEMS  TOTAL ROADWAY C	Interchange (diamond/folded-diamond) Ramp Toll Plaza (2 Plazas per interchange) Mainline Toll Plaza Lighting - Interchange Signalization - Interchange(urban areas only) Fencing - Mainline Erosion Control Signing & Paving Markings Maintenance of Traffic Utility Relocation  CONSTRUCTION COST  Mainline - Interchange/RR Mainline - Stream/Creek	\$4.5M /Each \$525,000 /Interchange \$2.6M /Each \$150,000 /Each \$157,500 /Each \$3.50 /L.F. 2% of Gr., Dr., & Surf. 2% of Gr., Dr., & Surf.	2 2 1 4 4 131000	\$ 1,05 \$ 2,60 \$ 60 \$ 75 \$ 45 \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	00,000 50,000 00,000 50,000 58,500 - - - - - - - - - - - - - - - - - -
TOTAL::CZDUOTUDI	Mainline - River Crossing Bridge Approaches ES CONSTRUCTION COST	\$110 /S.F. \$15 /S.F.	0		
<u> </u>	\$ 14,45 \$ 2,16	58,500 68,775 95,273			
TOTAL CONSTRUC	TION COST			\$ 18,62	22,548
RIGHT-OF-WAY		Right-of-Way @ 5% of F	Roadway + Structures ROW Subtotal +15% Contingency	l \$ 72	22,925 22,925 08,439
				L	
TOTAL RIGHT-OF-W	YAY COST			\$ 8:	31,364

### General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Cost per Mile =

\$1,568,864

Bridge Lengths (mainline over):
Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft

Rivers= 1000 ft.

### Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

### US 412 Corridor - Springdale ByPass

Corridor Length (miles): 16.5

Date: 1/2/01

	ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
Moutanious Terrain Rolling Terrain Rolling Terrain S.5.5M /mile 9 \$ 49,500,000					
Moutanious Terrain Rolling Terrain Rolling Terrain S.5.5M /mile 9 \$ 49,500,000	ROADWAY	4-Lane Divided Freeway	<b> </b>		
Rolling Terrain			\$7.5M /mile	Ö	<b>s</b> -
Flat Terrain   \$3.5M /mile   8 \$ 28,000,000   Total   \$ 77,500,000			\$5.5M /mile	9	\$ 49,500,000
Interchange (diamond/folded-diamond)   S4.5M   /Each   S   22,500,000	<b></b>	Flat Terrain	\$3.5M /mile	8	\$ 28,000,000
Interchange (diamond/folded-diamond)				Total	\$ 77,500,000
Interchange (diamond/folded-diamond)	MICOEL LANGOUG				
Interchange (diamond/folded-diamond)					
Ramp Toll Plaza (2 Plazas per interchange)   \$525,000 /Interchange   2 \$ 1,050,000	I I ENIS	Interchange (diamond/folded-diamond)	\$4.5M /Fach	5	\$ 22,500,000
Mainline Toll Plaza   \$2.6M   /Each   5   5   750,000     Signalization - Interchange (urban areas only)   \$187,500   /Each   5   \$937,500     Fencing - Mainline   \$3.50   /L.F.   175000   \$1,550,000     Eroslon Control   2% of Gr., Dr., & Surf.   \$1,550,000     Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$1,550,000     Maintenance of Traffic   2% of Gr., Dr., & Surf.   \$1,550,000     Maintenance of Traffic   2% of Gr., Dr., & Surf.   \$1,550,000     Maintenance of Traffic   2% of Gr., Dr., & Surf.   \$1,550,000     Maintenance of Traffic   2% of Gr., Dr., & Surf.   \$1,550,000     BRIDGES   Mainline - Interchange/RR   \$75   /S.F.   168,000   \$12,600,000     Mainline - River Crossing   \$110   /S.F.   80,000   \$8,800,000     Bridge Approaches   \$15   /S.F.   46,720   \$700,800     TOTAL STRUCTURES CONSTRUCTION COST   \$2,100,800     Design and Construction Administration @ 12% of Construction + Contingency   \$136,300,800   \$20,445,120     BRIGHT-OF-WAY   Right-of-Way @ 10% of Roadway + Structures   \$13,630,080   \$13,630,080   \$13,630,080   \$13,630,080   \$13,630,080   \$13,630,080   \$13,630,080   \$13,630,080   \$13,630,080   \$13,630,080   \$13,630,080   \$13,630,080   \$13,630,080   \$13,630,080   \$13,630,080   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,000   \$10,00					
Lighting - Interchange   \$150,000   Each   5   \$ 750,000     Signalization - Interchange(urban areas only)   \$187,500   Each   5   \$ 937,500     Fencing - Mainline   \$3,500   L.F.   175000   \$ 612,500     Erosion Control   2% of Gr., Dr., & Surf.   \$ 1,550,000     Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$ 1,550,000     Maintenance of Traffic   2% of Gr., Dr., & Surf.   \$ 1,550,000     Maintenance of Traffic   2% of Gr., Dr., & Surf.   \$ 1,550,000     Utility Relocation   8% of Gr., Dr., & Surf.   \$ 1,550,000     Total   5 36,700,000     Total   6 36,000   6 36,000     Mainline - Interchange/RR   \$75   S.F.   168,000   \$ 12,600,000     Mainline - Stream/Creek   \$75   S.F.   168,000   \$ 8,800,000     Bridge Approaches   \$110   /S.F.   80,000   \$ 8,800,000     Bridge Approaches   \$15   /S.F.   46,720   \$ 700,800     Total STRUCTURES CONSTRUCTION COST   \$ 22,100,800     Total STRUCTURES CONSTRUCTION COST   \$ 136,300,800     Construction Subtotal   \$ 136,300,800     Construction COST   \$ 175,555,430     Right-of-Way @ 10% of Roadway + Structures   \$ 13,630,080     Right-of-Way @ 10% of Roadway + Structures   \$ 13,630,080     \$ 136,300,080   \$ 2,044,512     Total Right-of-Way © 10% of Roadway + Structures   \$ 13,630,080     \$ 2,044,512     Total Right-of-Way © 10% of Roadway + Structures   \$ 13,630,080     \$ 2,044,512     Total Right-of-Way © 10% of Roadway + Structures   \$ 13,630,080     \$ 2,044,512     Total Right-of-Way © 10% of Roadway + Structures   \$ 13,630,080     \$ 2,044,512     Total Right-of-Way © 10% of Roadway + Structures   \$ 13,630,080     \$ 2,044,512     Total Right-of-Way © 10% of Roadway + Structures   \$ 13,630,080     \$ 2,044,512     Total Right-of-Way © 10% of Roadway + Structures   \$ 13,630,080     \$ 2,044,512     Total Right-of-Way © 10% of Roadway + Structures   \$ 13,630,080     \$ 2,044,512     Total Right-of-Way © 10% of Roadway + Structures   \$ 13,630,080					
Signalization - Interchange(urban areas only)   \$187,500   / Each   \$5   \$937,500   Fencing - Mainline   \$3.50   / L.F.   175000   \$612,500   \$1550,000   \$15000   \$2% of Gr., Dr., & Surf.   \$1,550,000   \$1,550,000   \$1,550,000   \$1,550,000   \$1,550,000   \$1,550,000   \$1,550,000   \$1,550,000   \$1,550,000   \$1,550,000   \$1,550,000   \$1,550,000   \$1,550,000   \$1,550,000   \$1,550,000   \$1,550,000   \$1,550,000   \$1,550,000   \$1,550,000   \$1,550,000   \$1,550,000   \$1,550,000   \$1,550,000   \$1,550,000   \$1,550,000   \$1,550,000   \$1,550,000   \$1,550,000   \$1,550,000   \$1,550,000   \$1,550,000   \$1,550,000   \$1,550,000   \$1,550,000   \$1,550,000   \$1,550,000   \$1,550,000   \$1,550,000   \$1,550,000   \$1,550,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,000   \$1,500,0		l l			•
Fencing - Mainline   \$3.50			1 ' '		
Erosion Control   Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$ 1,550,000   Maintenance of Traffic   2% of Gr., Dr., & Surf.   \$ 1,550,000   \$ 1,550,000   \$ 1,550,000   \$ 1,550,000   \$ 6,200,000   \$ 6,200,000   \$ 6,200,000   \$ 10,000   \$ 10,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$ 11,200,000   \$			T		•
Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$ 1,550,000   \$ 1,550,000   \$ 1,550,000   \$ 6,200,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000   \$ 36,700,000		1 -	1		
Utility Relocation		Signing & Paving Markings	2% of Gr., Dr., & Surf.		\$ 1,550,000
### Total   \$ 36,700,000		Maintenance of Traffic	2% of Gr., Dr., & Surf.		\$ 1,550,000
### TOTAL RIGHT-OF-WAY COST  ### BRIDGES    Mainline - Interchange/RR   \$75   /S.F.   168,000   \$ 12,600,000		Utility Relocation	8% of Gr., Dr., & Surf.		\$ 6,200,000
BRIDGES   Mainline - Interchange/RR   \$75   /S.F.   168,000   \$ 12,600,000   \$ 12,600,000   \$				Total	\$ 36,700,000
BRIDGES   Mainline - Interchange/RR   \$75   /S.F.   168,000   \$ 12,600,000   \$ 12,600,000   \$	TOTAL POADWAY	ONSTRUCTION COST			\$ 114 200 000
Mainline - Stream/Creek   \$75   /S.F.     \$80,000   \$8,800,000   \$110   /S.F.   \$80,000   \$8,800,000   \$100   \$15   /S.F.   \$100,800   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150	101AL HUMBIRA				11-7,2-00,000
Mainline - Stream/Creek   \$75   /S.F.     \$80,000   \$8,800,000   \$110   /S.F.   \$80,000   \$8,800,000   \$100   \$15   /S.F.   \$100,800   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150   \$150	BRIDGES	Mainline - Interchange/RR	\$75 /S.F.	168.000	\$ 12.600.000
Bridge Approaches	55 4.20		\$75 /S.F.	,	
Construction Subtotal   136,300,800     Contingency @ 15% of Construction   20,445,120   18,809,510     Eight-of-Way @ 10% of Roadway + Structures   13,630,080   18,809,510     Eight-of-Way @ 10% of Roadway + Structures   13,630,080   13,630,080     Eight-of-Way @ 10% of Roadway + Structures   13,630,080   13,630,080     Eight-of-Way @ 10% of Roadway + Structures   13,630,080   13,630,080     Eight-of-Way @ 10% of Roadway + Structures   13,630,080		Mainline - River Crossing	\$110 /S.F.	80,000	\$ 8,800,000
Construction Subtotal   136,300,800   Contingency @ 15% of Construction   \$ 20,445,120   \$ 18,809,510   \$ 175,555,430   \$ 175,555,430   \$ 175,555,430   \$ 175,555,430   \$ 136,300,800   \$ 18,809,510   \$ 175,555,430   \$ 175,555,430   \$ 175,555,430   \$ 175,555,430   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175		Bridge Approaches	\$15 /S.F.	46,720	\$ 700,800
Construction Subtotal   136,300,800   Contingency @ 15% of Construction   \$ 20,445,120   \$ 18,809,510   \$ 175,555,430   \$ 175,555,430   \$ 175,555,430   \$ 175,555,430   \$ 136,300,800   \$ 18,809,510   \$ 175,555,430   \$ 175,555,430   \$ 175,555,430   \$ 175,555,430   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175,674,592   \$ 175	TOTAL STRUCTURE	S CONSTRUCTION COST			\$ 22 100 800
Contingency @ 15% of Construction \$ 20,445,120  Design and Construction Administration @ 12% of Construction + Contingency \$ 18,809,510  TOTAL CONSTRUCTION COST \$ 175,555,430  RIGHT-OF-WAY Right-of-Way @ 10% of Roadway + Structures \$ 13,630,080 \$ 13,630,080 \$ 13,630,080 \$ 13,630,080 \$ 2,044,512  TOTAL RIGHT-OF-WAY COST \$ 15,674,592	TOTAL WITHOUTH				22,100,000
Design and Construction Administration @ 12% of Construction + Contingency   18,809,510			Cor	struction Subtotal	\$ 136,300,800
Design and Construction Administration @ 12% of Construction + Contingency   18,809,510			Contingency @	15% of Construction	\$ 20,445,120
RIGHT-OF-WAY  Right-of-Way @ 10% of Roadway + Structures # 13,630,080 # 13,630,080 # 15,630,080 # 15,630,080 # 15,674,592  TOTAL RIGHT-OF-WAY COST # 15,674,592		Design and Construction Admi			
RIGHT-OF-WAY  Right-of-Way @ 10% of Roadway + Structures # 13,630,080 # 13,630,080 # 15,630,080 # 15,630,080 # 15,674,592  TOTAL RIGHT-OF-WAY COST # 15,674,592	TOTAL CONSTRUC	TION COST			\$ 175,555,430
Right-of-Way @ 10% of Roadway + Structures \$ 13,630,080 \$ 13,630,080 \$ 13,630,080 \$ 13,630,080 \$ 2,044,512					
TOTAL RIGHT-OF-WAY COST \$ 13,630,080 \$ 2,044,512	RIGHT-OF-WAY				
+15% Contingency \$ 2,044,512  TOTAL RIGHT-OF-WAY COST \$ 15,674,592			Right-of-Way @ 10% of Ro	adway + Structures	\$ 13,630,080
TOTAL RIGHT-OF-WAY COST \$ 15,674,592				ROW Subtotal	\$ 13,630,080
				+15% Contingency	\$ 2,044,512
		L			\$ 15,674,592
GRAND TOTAL \$ 191,230,022	TOTAL RIGHT-OF-W		. 6 + 5 + 5 + 5 + 5 + 5 + 5 + 5 + 5 + 5 +		,

### General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Cost per Mile =

\$11,589,698

Bridge Lengths (mainline over): Railroads= 250 ft. Minor State Hwy= 180 ft

Major State Hwy= 350 ft.

Stream/Creek= 180 ft

Rivers= 1000 ft.

**Preliminary Cost Estimate - Closed Barrier System** 

(Four-Lane Divided Freeway on New Alignment)

### US 412 Corridor - Springdale to Osaga

Corridor Length (miles): 39.5

Date: 1/2/01

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY	4-Lane Divided Freeway			
	Moutanious Terrain	\$7.5M /mile	10	\$ 75.000.000
(includes: grading, drainage, paving)	Rolling Terrain	\$5.5M /mile		\$ 137,500,000
, <b>.</b> ,	Flat Terrain	\$3.5M /mile	5	\$ 17,500,000
			Total	\$ 230,000,000
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	\$4.5M /Each		\$ 18,000,000
	Ramp Toll Plaza (2 Plazas per interchange)	\$525,000 /Interchange		\$ 1,575,000
	Mainline Toll Plaza	\$2.6M /Each		\$ 5,200,000
	Lighting - Interchange	\$150,000 /Each		\$ 600,000
	Signalization - Interchange(urban areas only)	\$187,500 /Each		\$ 187,500
	Fencing - Mainline	\$3.50 /L.F.		\$ 1,470,000
	Erosion Control	2% of Gr., Dr., & Surf.		\$ 4,600,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		\$ 4,600,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		\$ 4,600,000
	Utility Relocation	2% of Gr., Dr., & Surf.		\$ 4,600,000
			Total	\$ 45,432,500
YAWDAOR JATO	ONSTRUCTION COST			\$ 275,432,500
BRIDGES	   Mainline - Interchange/RR	\$75 /S.F.	216,000	\$ 16,200,000
	Mainline - Stream/Creek	\$75 /S.F.		\$ 5,400,000
	Mainline - River Crossing	\$110 /S.F.		\$ -
	Bridge Approaches	\$15 /S.F.	116,800	\$ 1,752,000
TOTAL STRUCTURE	S CONSTRUCTION COST			\$ 23,352,000
		Co	nstruction Subtotal	\$ 298,784,500
				\$ 44,817,675
	Design and Construction Adm			\$ 41,232,261
TOTAL CONSTRUCT	non cost			\$ 384,834,436
RIGHT-OF-WAY				
mani-or-way		Right-of-Way @ 5% of Re	nadway + Structures	\$ 14,939,225
		Trigiti-Oi-Way & 5% Of Hi	ROW Subtotal	
				\$ 2,240,884
TOTAL RIGHT-OF-W	AYICOST			\$ 17,180,109
GRAND TOTAL				\$ 402,014,545

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Cost per Mile =

\$10,177,583

Bridge Lengths (mainline over):
Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft Rivers= 1000 ft. Approaches= 36.5 ft.

**Preliminary Cost Estimate - Closed Barrier System** 

(Four-Lane Divided Freeway on New Alignment)

### **US 412 Corridor - Osaga to Harrison**

Corridor I	Length (	(miles)	):
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Date:

1/2/01

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	4-Lane Divided Freeway Moutanious Terrain Rolling Terrain Flat Terrain	\$7.5M /mile \$5.5M /mile \$3.5M /mile	10 5 3 Total	\$ 27,500,000 \$ 8,750,000
MISCELLANEOUS ITEMS	Interchange (diamond/folded-diamond) Ramp Toll Plaza (2 Plazas per interchange) Mainline Toll Plaza Lighting - Interchange Signalization - Interchange(urban areas only) Fencing - Mainline Erosion Control Signing & Paving Markings Maintenance of Traffic Utility Relocation	\$4.5M /Each \$525,000 /Interchange \$2.6M /Each \$150,000 /Each \$187,500 /Each \$3.50 /L.F. 2% of Gr., Dr., & Surf. 2% of Gr., Dr., & Surf. 2% of Gr., Dr., & Surf. 2% of Gr., Dr., & Surf.	2 1 0 2 0 185000	\$ 525,000 \$ 300,000 \$ 647,500 \$ 2,225,000 \$ 2,225,000 \$ 2,225,000 \$ 2,225,000
<del> </del>		*** * * * * * * * * * * * * * * * * *		
TOTAL ROADWAY (	ONSTRUCTION COST			\$ 130,622,500
BRIDGES	Mainline - Interchange/RR Mainline - Stream/Creek Mainline - River Crossing Bridge Approaches	\$75 /S.F. \$75 /S.F. \$110 /S.F. \$15 /S.F.	115,200 0 0 46,720	\$ 8,640,000 \$ -
BRIDGES	Mainline - Interchange/RR Mainline - Stream/Creek Mainline - River Crossing	\$75 /S.F. \$110 /S.F.	0	\$ 8,640,000 \$ -
BRIDGES	Mainline - Interchange/RR Mainline - Stream/Creek Mainline - River Crossing Bridge Approaches	\$75 /S.F. \$110 /S.F. \$15 /S.F. Contingency	0 0 46,720 46,720 nstruction Subtotal 15% of Construction	\$ 8,640,000 \$ - \$ 700,800 \$ 9,340,800 \$ 139,963,300 \$ 20,994,495
BRIDGES	Mainline - Interchange/RR Mainline - Stream/Creek Mainline - River Crossing Bridge Approaches  S CONSTRUCTION COST  Design and Construction Admi	\$75 /S.F. \$110 /S.F. \$15 /S.F. Contingency	0 0 46,720 46,720 nstruction Subtotal 15% of Construction	\$ 8,640,000 \$ - \$ 700,800 \$ 9,340,800 \$ 139,963,300 \$ 20,994,495
BRIDGES TOTAL STRUCTURE TOTAL CONSTRUCT RIGHT-OF-WAY	Mainline - Interchange/RR Mainline - Stream/Creek Mainline - River Crossing Bridge Approaches  S CONSTRUCTION COST  Design and Construction Admi	\$75 /S.F. \$110 /S.F. \$15 /S.F. Contingency	0 0 46,720 nstruction Subtotal 15% of Construction ction + Contingency	\$ 8,640,000 \$ 700,800 \$ 9,340,800 \$ 139,963,300 \$ 20,994,495 \$ 19,314,935 \$ 180,272,730 \$ 6,998,165 \$ 6,998,165 \$ 1,049,725
BRIDGES TOTAL STRUCTURE	Mainline - Interchange/RR Mainline - Stream/Creek Mainline - River Crossing Bridge Approaches  S CONSTRUCTION COST  Design and Construction Admi	\$75 /S.F. \$110 /S.F. \$15 /S.F. Contingency @ nistration @ 12% of Constru	nstruction Subtotal 15% of Construction ction + Contingency  padway + Structures ROW Subtotal	\$ 8,640,000 \$ - \$ 700,800 \$ 9,340,800 \$ 139,963,300 \$ 20,994,495 \$ 19,314,935 \$ 180,272,730 \$ 6,998,165 \$ 6,998,165

Mate.		

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Cost per Mile =

\$10,761,178

Bridge Lengths (mainline over):

Railroads= 250 ft.

Minor State Hwy= 180 ft

Major State Hwy= 350 ft.

Stream/Creek= 180 ft

Rivers= 1000 ft.

### Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

### **US 412 Corridor - Harrison to Yellville**

Date:	1/2/01		

Corridor Length (miles): 23.5

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
DOADWAY	A Long Divided Executor			
ROADWAY	4-Lane Divided Freeway	\$7.5M /mile	12	e 00.000.000
(includes: grading, drainage,	Moutanious Terrain	\$7.5M /mile	2	\$ 90,000,000 \$ 11,000,000
paving)	Rolling Terrain Flat Terrain	\$5.5M /mile \$3.5M /mile		\$ 11,000,000
	riat refrain	\$3.5M /IIIIe	Total	
			IOtal	\$ 134,230,000
MISCELLANEOUS			j	
ITEMS				
11 EMS	Interchange (diamond/folded diamond)	\$4.5M /Each	1	\$ 4,500,000
	Interchange (diamond/folded-diamond)	, -	1	
	Ramp Toll Plaza (2 Plazas per interchange)	\$525,000 /Interchange		\$ 525,00
	Mainline Toll Plaza	\$2.6M /Each	1	\$ 2,600,000
	Lighting - Interchange	\$150,000 /Each	2	\$ 300,000
	Signalization - Interchange(urban areas only)	\$187,500 /Each	2	\$ 375,00
	Fencing - Mainline	\$3.50 /L.F.	250000	\$ 875,00
	Erosion Control	2% of Gr., Dr., & Surf.		\$ 2,685,00
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		\$ 2,685,00
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		\$ 2,685,000
	Utility Relocation	2% of Gr., Dr., & Surf.		\$ 2,685,00
			Total	\$ 19,915,00
TOTAL ROADWAY	CONSTRUCTION COST			\$ 154,165,000
	·			
BRIDGES	Mainline - Interchange/RR	\$75 /S.F.	149,600	\$ 11,220,000
	Mainline - Stream/Creek	\$75 /S.F.	28,800	\$ 2,160,00
	Mainline - River Crossing	\$110 /S.F.	0	\$
	Bridge Approaches	\$15 /S.F.	70,080	\$ 1,051,20
TOTAL STRUCTURE	S CONSTRUCTION COST			\$ 14,431,20
			nstruction Subtotal	, , , , ,
			15% of Construction	\$ 25,289,43
	Design and Construction Admi	nistration @ 12% of Constru	ction + Contingency	\$ 23,266,27
TOTAL CONSTRUC	TION COST			\$ 217,151,90
RIGHT-OF-WAY		1		
		Right-of-Way @ 5% of Ro	adway + Structures	\$ 8,429,81
			ROW Subtotal	\$ 8,429,81
			+15% Contingency	\$ 1,264,47
TOTAL RIGHT-OF-W	  AV:COST			\$ 9.694.28
EVICAL INVESTIGATION				\$ 9,694,28
GRAND TOTAL				\$ 226,846,18
				,- 10,10

### General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Cost per Mile =

\$9,653,029

Bridge Lengths (mainline over): Railroads= 250 ft.

Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft

Rivers= 1000 ft.

**Preliminary Cost Estimate - Closed Barrier System** 

(Four-Lane Divided Freeway on New Alignment)

### **US 412 Corridor - Yellville to Mountain Home**

Corridor Length (miles):

Date: 1/2/01

18.5

ITEM	SUB-ITEMS	UNIT COST	QUANTITY		TOTAL COST
ROADWAY	4-Lane Divided Freeway				
	Moutanious Terrain	\$7.5M /mile	7	\$	52,500,000
(includes: grading, drainage, paving)	Rolling Terrain	\$5.5M /mile	9	\$	46,750,000
paring)	Flat Terrain	\$3.5M /mile	3	\$	10,500,000
			Total		109,750,000
MISCELLANEOUS ITEMS					
	Interchange (diamond/folded-diamond)	\$4.5M /Each	1	\$	4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	\$525,000 /Interchange	3	\$	1,575,000
	Mainline Toll Plaza	\$2.6M /Each		\$	
	Lighting - Interchange	\$150,000 /Each	2	\$	300,000
	Signalization - Interchange(urban areas only)	\$187,500 /Each	2	\$	375,000
	Fencing - Mainline	\$3.50 /L.F.	197000	\$	689,500
	Erosion Control	2% of Gr., Dr., & Surf.		\$	2,195,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		\$	2,195,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		\$	2,195,000
	Utility Relocation	2% of Gr., Dr., & Surf.		\$	2,195,000
			Total	\$	16,219,500
TOTAL ROADWAY C	ONSTRUCTION COST			\$	125,969,500
BRIDGES	Mainline - Interchange/RR	\$75 /S.F.	129.600	\$	9,720,000
	Mainline - Stream/Creek	\$75 /S.F.	Ō	\$	-
	Mainline - River Crossing	\$110 /S.F.	00.000		
		3110 /S.F.	1 96.0001	\$	10.560.000
	Bridge Approaches	\$110 /3.F. \$15 /S.F.	96,000 58,400	\$ \$	
TOTAL STRUCTURE		*		-	10,560,000 876,000 <b>21,156,000</b>
TOTALISTRUCTURE	Bridge Approaches	\$15 /S.F.	58,400	\$	876,000 <b>21,156,000</b>
TOTAL STRUCTURE	Bridge Approaches	\$15 /S.F.	58,400	\$ \$	876,000 <b>21,156,000</b> 147,125,500
TOTAL STRUCTURE	Bridge Approaches S CONSTRUCTION COST	\$15 /S.F.  Contingency @	58,400	\$ \$ \$	21,156,000 21,156,000 147,125,500 22,068,825
TOTAL STRUCTURE	Bridge Approaches	\$15 /S.F.  Contingency @	58,400	\$ \$	876,000 <b>21,156,000</b> 147,125,500
	Bridge Approaches  S CONSTRUCTION COST  Design and Construction Admin	\$15 /S.F.  Contingency @	58,400	\$ \$ \$	21,156,000 21,156,000 147,125,500 22,068,825
TOTAL CONSTRUC	Bridge Approaches  S CONSTRUCTION COST  Design and Construction Admin	\$15 /S.F.  Contingency @	58,400	\$ \$ \$ \$	21,156,000 21,156,000 147,125,500 22,068,825 20,303,319
	Bridge Approaches  S CONSTRUCTION COST  Design and Construction Admin	\$15 /S.F.  Contingency @ nistration @ 12% of Constru	58,400  nstruction Subtotal 15% of Construction ction + Contingency	\$ \$ \$ \$	876,000 21,156,000 147,125,500 22,068,825 20,303,319 189,497,644
TOTAL CONSTRUC	Bridge Approaches  S CONSTRUCTION COST  Design and Construction Admin	\$15 /S.F.  Contingency @	nstruction Subtotal 15% of Construction ction + Contingency padway + Structures	\$ \$ \$ \$ \$ \$ \$	876,000 21,156,000 147,125,500 22,068,825 20,303,319 189,497,644 7,356,275
TOTAL CONSTRUC	Bridge Approaches  S CONSTRUCTION COST  Design and Construction Admin	\$15 /S.F.  Contingency @ nistration @ 12% of Constru	nstruction Subtotal 15% of Construction ction + Contingency adway + Structures ROW Subtotal	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$	21,156,000 147,125,500 22,068,825 20,303,319 189,497,644 7,356,275 7,356,275
TOTAL CONSTRUCT	Bridge Approaches  S CONSTRUCTION COST  Design and Construction Admir	\$15 /S.F.  Contingency @ nistration @ 12% of Constru	nstruction Subtotal 15% of Construction ction + Contingency padway + Structures	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$	876,000 21,156,000 147,125,500 22,068,825 20,303,319 189,497,644 7,356,275 7,356,275 1,103,441
TOTAL CONSTRUC	Bridge Approaches  S CONSTRUCTION COST  Design and Construction Admir	\$15 /S.F.  Contingency @ nistration @ 12% of Constru	nstruction Subtotal 15% of Construction ction + Contingency adway + Structures ROW Subtotal	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$	21,156,000 21,156,000 147,125,500 22,068,825 20,303,319

General	Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

\$10,700,398

Cost per Mile =

Bridge Lengths (mainline over):

Railroads= 250 ft.

Minor State Hwy= 180 ft

Major State Hwy= 350 ft.

Stream/Creek= 180 ft

Rivers= 1000 ft.

Approaches= 36.5 ft.

**Preliminary Cost Estimate - Closed Barrier System** 

(Four-Lane Divided Freeway on New Alignment & use of Existing Alignment in Mountain Home)

(Using 5 miles of existing highway upgraded to a Toll Facility through Mountain Home)

**US 412 Corridor - Mountain Home to Salem** 

Corridor Length (miles):

Date: 1/2/01

Rolling Terrain   \$5.5M	ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
Moutanious Terrain   S.7.5M					
Rolling Terrain   S.5.5M	ROADWAY	4-Lane Divided Freeway			8.
Rolling Terrain   \$3.5M /mile   25   \$137,500,000	(includes: eradina drainace	Moutanious Terrain	\$7.5M /mile		\$ 45,000,000
Niscellaneous   Items   Interchange (diamond/folded-diamond)   S4.5M   /Each		Rolling Terrain	\$5.5M /mile	25	\$ 137,500,000
Interchange (diamond/folded-diamond)   \$4.5M   /Each   1   \$ 4.500,000		Flat Terrain	\$3.5M /mile	0	\$ .
Interchange (diamond/folded-diamond)				Total	\$ 182,500,000
Ramp Toll Plaza (2 Plazas per interchange)   \$525,000 /Interchange   1   \$ 255,000   \$2,000,000   \$2,000,000   \$2,000,000   \$2,000,000   \$3,000   \$2,000,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,0	MISCELLANEOUS ITEMS		·		
Ramp Toll Plaza (2 Plazas per interchange)   \$525,000 /Interchange   1   \$ 255,000   \$2,000,000   \$2,000,000   \$2,000,000   \$2,000,000   \$3,000   \$2,000,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,000   \$3,0		Interchange (diamond/folded-diamond)	\$4.5M /Each	1	\$ 4,500,000
Lighting - Interchange   \$150,000   Each   3   \$ 450,000     Signalization - Interchange(urban areas only)   \$187,500   Each   3   \$ 582,500     Fencing - Mainline   \$3,500   L.F.   382000   \$ 1,337,000     Erosion Control   2% of Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$ 3,650,000     Maintenance of Traffic   2% of Gr., Dr., & Surf.   \$ 3,650,000     Utility Relocation   2% of Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$ 3,650,000     Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$ 3,650,000     S		Ramp Toll Plaza (2 Plazas per interchange)	\$525,000 /Interchange	1	
Signalization - Interchange(urban areas only)   \$187,500   / Each   3   \$562,500		Mainline Toll Plaza	\$2.6M /Each	1	\$ 2,600,000
Fencing - Mainline		Lighting - Interchange	\$150,000 /Each	3	\$ 450,000
Fencing - Mainline		Signalization - Interchange(urban areas only)	\$187,500 /Each	3	\$ 562,500
Erosion Control   2% of Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$ 3,650,000     Maintenance of Traffic   2% of Gr., Dr., & Surf.   \$ 3,650,000     Utility Relocation   2% of Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Marking   2% of Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Marking   2% of Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Marking   2% of Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Marking   2% of Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Marking   2% of Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Marking   2% of Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Marking   2% of Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Marking   2% of Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Marking   2% of Gr., Dr., & Surf.   \$ 3,650,000     Signing & Paving Marking   2% of Gr., Dr.,		1 - ·	•		
Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 24,574,500   \$ 3,650,000   \$ 24,574,500   \$ 3,650,000   \$ 24,574,500   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000   \$ 3,650,000		1	2% of Gr., Dr., & Surf.		\$ 3,650,000
Maintenance of Traffic Utility Relocation		Signing & Paving Markings	, ,		
Utility Relocation					
Total   \$ 24,574,500     \$ 207,074,500     \$ 207,074,500     \$ 207,074,500     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000     \$ 8,640,000					
BRIDGES   Mainline - Interchange/RR   \$75   /S.F.   115,200   \$ 8,640,000   \$ 5,400,000   \$ 5,400,000   \$ 5,400,000   \$ 22,000,000   \$ 22,000,000   \$ 22,000,000   \$ 22,000,000   \$ 15% of Construction Subtotal   Contingency @ 15% of Construction Subtotal   Contingency @ 15% of Construction   \$ 36,651,135   \$ 37,266,400   \$ 33,719,044   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,075   \$ 314,711,0				Total	
BRIDGES   Mainline - Interchange/RR   \$75   /S.F.   115,200   \$ 8,640,000   \$ 5,400,000   \$ 5,400,000   \$ 22,000,000   \$ 22,000,000   \$ 22,000,000   \$ 22,000,000   \$ 22,000,000   \$ 15   /S.F.   \$ 81,760   \$ 1,226,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,4	TOTAL ROADWAY	CONSTRUCTION COST			\$ 207,074,500
Mainline - Stream/Creek   \$75   /S.F.   72,000   \$ 5,400,000   \$ 22,000,000   \$ 22,000,000   \$ 22,000,000   \$ 1110   /S.F.   81,760   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 244,340,900   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,266,400   \$ 37,26	<u>,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,</u>				
Mainline - River Crossing   \$110   /S.F.   200,000   \$ 22,000,000   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$ 1,226,400   \$	BRIDGES	Mainline - Interchange/RR	\$75 /S.F.		\$ 8,640,000
Bridge Approaches   \$15   /S.F.   81,760   \$ 1,226,400		Mainline - Stream/Creek	*. *		
Construction Subtotal Contingency @ 15% of Construction Design and Construction Administration @ 12% of Construction + Contingency  RIGHT-OF-WAY  Right-of-Way @ 5% of Roadway + Structures ROW Subtotal +15% Contingency \$ 12,217,045  12,217,045  14,049,602		Mainline - River Crossing	<b>*</b>		
Construction Subtotal Contingency @ 15% of Construction Contingency @ 15% of Construction Sa,651,135 Sa,651,13		Bridge Approaches	\$15 /S.F.	81,760	\$ 1,226,400
Contingency @ 15% of Construction \$ 36,651,138  Design and Construction Administration @ 12% of Construction + Contingency \$ 33,719,044  FOTAL CONSTRUCTION COST \$ 314,711,079  RIGHT-OF-WAY  Right-of-Way @ 5% of Roadway + Structures \$ 12,217,048  ROW Subtotal +15% Contingency \$ 1,832,559  FOTAL RIGHT-OF-WAY COST \$ 14,049,609	TOTAL STRUCTUR	ES CONSTRUCTION COST			\$ 37,266,400
Contingency @ 15% of Construction \$ 36,651,135 \$ 33,719,044  FOTAL CONSTRUCTION COST \$ 314,711,075  RIGHT-OF-WAY Right-of-Way @ 5% of Roadway + Structures \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,217,045 \$ 12,2			_		
Design and Construction Administration @ 12% of Construction + Contingency \$ 33,719,044  FOTAL CONSTRUCTION COST \$ 314,711,079  RIGHT-OF-WAY  Right-of-Way @ 5% of Roadway + Structures \$ 12,217,045  ROW Subtotal +15% Contingency \$ 1,832,557  FOTAL RIGHT-OF-WAY COST \$ 14,049,602					
RIGHT-OF-WAY  Right-of-Way @ 5% of Roadway + Structures \$ 12,217,045  ROW Subtotal +15% Contingency \$ 1,832,557  FOTAL RIGHT-OF-WAY COST  \$ 314,711,075  Right-of-Way @ 5% of Roadway + Structures \$ 12,217,045  \$ 14,049,602		<b>.</b>	• ,		
RIGHT-OF-WAY  Right-of-Way @ 5% of Roadway + Structures \$ 12,217,045		Design and Construction Admi	nistration @ 12% of Constru	ction + Contingency	\$ 33,719,044
Right-of-Way @ 5% of Roadway + Structures \$ 12,217,045  ROW Subtotal +15% Contingency \$ 12,217,045  12,217,045  \$ 12,217,045  \$ 12,217,045  \$ 12,217,045  \$ 12,217,045  \$ 14,049,602	FOTAL CONSTRUC	TION COST			\$ 314,711,079
Right-of-Way @ 5% of Roadway + Structures \$ 12,217,049  ROW Subtotal +15% Contingency \$ 12,217,049  12,217,049  12,217,049  12,217,049  14,049,600	RIGHT-OF-WAY				
FOTAL RIGHT-OF-WAY COST \$ 12,217,049  12,217,049  1,832,55			Right-of-Way @ 5% of Bo	adway + Structures	\$ 12.217.04
+15% Contingency \$ 1,832,55 FOTAL RIGHT-OF-WAY COST \$ 14,049,60					
				1	
	TOTAL RIGHT-OF-V	 VAY:COST			\$ 14,049,609
RAND TOTAL					¥ 17,073,002
	PAND TOTAL				\$ 328,760 681

### General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Cost per Mile =

\$9,132,241

Bridge Lengths (mainline over): Railroads= 250 ft. Minor State Hwy= 180 ft Major State Hwy= 350 ft.

Stream/Creek= 180 ft Rivers= 1000 ft. Approaches= 36.5 ft.

**Preliminary Cost Estimate - Closed Barrier System** 

(Four-Lane Divided Freeway on New Alignment)

#### US 412 Corridor - Salem to Hardy

Corridor Length (miles):

Date: 1/2/01

ITEM	SUB-ITEMS	UNITICOST	QUANTITY	TOTAL COST
ROADWAY	4-Lane Divided Freeway			
	Moutanious Terrain	\$7.5M /mile	0	\$
(includes: grading, drainage, paving)	Rolling Terrain	\$5.5M /mile		\$ 143.000.000
purg)	Flat Terrain	\$3.5M /mile		\$
		·	Total	\$ 143,000,000
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	\$4.5M /Each		\$ 9,000,000
	Ramp Toli Plaza (2 Plazas per interchange)	\$525,000 /Interchange		\$ 525,00
	Mainline Toll Plaza	\$2.6M /Each		\$ 2,600,00
	Lighting - Interchange	\$150,000 /Each		\$ 300,000
	Signalization - Interchange(urban areas only)	\$187,500 /Each		\$ 375,000
	Fencing - Mainline	\$3.50 /L.F.		\$ 962,500
	Erosion Control	2% of Gr., Dr., & Surf.	i	\$ 2,860,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.	I	\$ 2,860,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		\$ 2,860,000
	Utility Relocation	2% of Gr., Dr., & Surf.		\$ 2,860,000
			Total	\$ 25,202,500
OTAL ROADWAY	CONSTRUCTION COST			\$ 168,202,500
BRIDGES	Mainline - Interchange/RR	\$75 /S.F.	83,200	\$ 6,240,000
Dilibato	Mainline - Stream/Creek	\$75 /S.F.		\$ 6,480,000
	Mainline - River Crossing	\$110 /S.F.		\$
	Bridge Approaches	\$15 /S.F.		\$ 876,000
OTAL STRUCTUR	ES CONSTRUCTION COST			\$ 13,596,00
		0		¢ 404 700 50
		=	nstruction Subtotal	
	Design and Construction Admi			\$ 27,269,775 \$ 25,088,195
	TION COST			\$ 234,156,46
TOTAL CONSTRUC	<u>eranaganagan kerupakan perpengungan bebebah bebebah</u>			
FOTAL CONSTRUC				
TOTAL CONSTRUC		Right-of-Way @ 5% of Ro		
	<del>2 200 200 200 200 200 200 200 200 200 2</del>	Right-of-Way @ 5% of Ro	ROW Subtotal	\$ 9,089,92
		Right-of-Way @ 5% of Ro		\$ 9,089,92
,		Right-of-Way @ 5% of Ro	ROW Subtotal +15% Contingency	\$ 9,089,92

Cost per Mile =	\$9,408,072
	**,,

#### General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.

Minor State Hwy= 180 ft Major State Hwy= 350 ft. Stream/Creek= 180 ft Rivers= 1000 ft. Approaches= 36.5 ft.

#### **Preliminary Cost Estimate - Closed Barrier System**

(Four-Lane Divided Freeway on New Alignment)

US 412 Corridor - Hardy to Hoxie

Date.	1/2/01

35

Corridor Length (miles):

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY	4-Lane Divided Freeway			
	Moutanious Terrain	\$7.5M /mile	11	\$ 82,500,000
(includes: grading, drainage, paving)	Rolling Terrain	\$5.5M /mile	21	\$ 115,500,000
, 0	Flat Terrain	\$3.5M /mile	3	\$ 10,500,000
			Total	\$ 208,500,000
		! :		
<b>MISCELLANEOUS</b>				
ITEMS				
	Interchange (diamond/folded-diamond)	\$4.5M /Each	2	\$ 9,000,000
	Ramp Toll Plaza (2 Plazas per interchange)	\$525,000 /Interchange	1	\$ 525,000
	Mainline Toll Plaza	\$2.6M /Each	0	\$ -
	Lighting - Interchange	\$150,000 /Each	1	\$ 150,000
	Signalization - Interchange(urban areas only)	\$187,500 /Each	0	\$
	Fencing - Mainline	\$3.50 /L.F.	370000	\$ 1,295,000
	Erosion Control	2% of Gr., Dr., & Surf.		\$ 4,170,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		\$ 4,170,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		\$ 4,170,000
	Utility Relocation	2% of Gr., Dr., & Surf.		\$ 4,170,000
			Total	\$ 27,650,000
TOTAL ROADWAY	CONSTRUCTION COST			\$ 236,150,000
BRIDGES	Mainline - Interchange/RR	\$75 /S.F.	117,600	
	Mainline - Stream/Creek	\$75 /S.F.	43,200	\$ 3,240,000
	Mainline - River Crossing	\$110 /S.F.	0	\$ -
	Bridge Approaches	\$15 /S.F.	58,400	\$ 876,000
				44 44 44
IDIAL STRUCTURI	ES CONSTRUCTION COST			\$ 12,936,000
		0		¢ 040,000,000
			nstruction Subtotal	
	Design and County of the Addition		15% of Construction	
	Design and Construction Admi	nistration @ 12% of Constru	ction + Contingency	\$ 34,373,868
TOTAL CONSTRUC	TION COST			\$ 320,822,768
(OIAL OUND (NO		: (1: [: [: [: [: [: [: [: [: [: [: [: [: [:	<u>                                      </u>	\$ 320,022,700
RIGHT-OF-WAY				
		Right-of-Way @ 5% of Ro	i nadway + Structures	\$ 12,454,300
		agint of tray & 5/6 01 At	ROW Subtotal	
			+15% Contingency	
				1,000,140
TOTAL RIGHT-OF-W	AY COST			\$ 14,322,445
<u>*************************************</u>	<del>akan kendurun dan daran daran kendungan dan daran da</del> Antaran daran da			,,
GRAND TOTAL				\$ 335,145,213
	<u>- englis a la l</u>			

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

\$9,575,578

Cost per Mile =

Bridge Lengths (mainline over):

Railroads= 250 ft. Minor State Hwy= 180 ft Major State Hwy= 350 ft.

Stream/Creek= 180 ft Rivers= 1000 ft. Approaches= 36.5 ft.

#### **Preliminary Cost Estimate - Closed Barrier System**

(Four-Lane Divided Freeway on New Alignment)

#### **US 412 Corridor - Hoxie to Paragould**

Corridor Length (miles):

Date: 1/2/01

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Rolling Terrain   \$3.5M /mile   6   \$3.30,000,00	Moutanious Terrain \$7.5M /mile \$5.5M /mile \$5.5M /mile \$5.5M /mile \$3.5M /mile	6 \$ 22 \$	
Moutanious Terrain   S7.5M	Moutanious Terrain \$7.5M /mile \$5.5M /mile \$5.5M /mile \$5.5M /mile \$3.5M /mile	6 \$ 22 \$	
Rolling Terrain   \$5.5M	(Includes: grading, drainage, paving)  Rolling Terrain  Flat Terrain  \$5.5M /mile  \$3.5M /mile	6 \$ 22 \$	
Flat Terrain   \$3.5M /mile   22 \$ 77,00,00	Flat Terrain \$3.5M /mile	22 \$	33 000 00
Total   \$ 110,000,000	MISCELLANEOUS		
Interchange (diamond/folded-diamond)	MISCELLANEOUS	10.0.	110,000,00
Ramp Toll Plaza (2 Plazas per interchange)   \$525,000 /Interchange   2   \$ 1,050,00	ITEMS		
Mainline Toll Plaza   \$2.60M   Each   1 \$ 2,600,00	Interchange (diamond/folded-diamond) \$4.5M /Each	2 \$	9,000,00
Lighting - Interchange   \$150,000   /Each   2   \$300,000	Ramp Toll Plaza (2 Plazas per interchange) \$525,000 /Interchange	2 \$	1,050,00
Signalization - Interchange(urban areas only)   \$187,500	Mainline Toll Plaza \$2.6M /Each	1 \$	2,600,00
Fencing - Mainline	Lighting - Interchange \$150,000 /Each	2 \$	300,00
Erosion Control   2% of Gr., Dr., & Surf.   \$ 2,200,00	Signalization - Interchange(urban areas only) \$187,500 /Each	2 \$	375,00
Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$ 2,200,00     Maintenance of Traffic   2% of Gr., Dr., & Surf.   \$ 2,200,00     Utility Relocation   2% of Gr., Dr., & Surf.   \$ 2,200,00     S 23,175,00     Total   \$ 23,175,00     Total   \$ 23,175,00     Total   \$ 133,175,00     BRIDGES   Mainline - Interchange/RR   \$75   /S.F.   106,400   \$ 7,980,00     Mainline - Stream/Creek   \$75   /S.F.   72,000   \$ 5,400,00     Mainline - River Crossing   \$110   /S.F.   0   \$ 8     Bridge Approaches   \$15   /S.F.   70,080   \$ 1,051,20     Construction Subtotal   Contingency @ 15% of Construction   \$ 147,606,20     Construction Subtotal   Contingency @ 15% of Construction   \$ 22,140,93     Design and Construction Administration @ 12% of Construction + Contingency   \$ 20,369,65     COTAL CONSTRUCTION COST   \$ 190,116,78     RIGHT-OF-WAY   Right-of-Way @ 5% of Roadway + Structures   \$ 7,380,31     HOW Subtotal   \$ 7,380,31     H	Fencing - Mainline \$3.50 /L.F.	300000 \$	1,050,00
Maintenance of Traffic Utility Relocation	Erosion Control 2% of Gr., Dr., & Surf.	\$	2,200,00
Utility Relocation   2% of Gr., Dr., & Surl.   \$ 2,200,00   \$ 23,175,00		\$	2,200,00
Total   \$ 23,175,00	Maintenance of Traffic 2% of Gr., Dr., & Surf.	\$	2,200,000
BRIDGES   Mainline - Interchange/RR   \$75   /S.F.   106,400   \$7,980,00   \$5,400,00   \$6,400,00   \$7,980,00   \$6,400,00   \$7,980,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6,400,00   \$6	Utility Relocation 2% of Gr., Dr., & Surf.	\$	2,200,000
BRIDGES   Mainline - Interchange/RR   \$75   /S.F.   106,400   \$ 7,980,00		Total \$	23,175,00
Mainline - Stream/Creek   \$75   /S.F.   72,000   \$ 5,400,00     Mainline - River Crossing   \$110   /S.F.   0   \$ 1,051,20     Bridge Approaches   \$15   /S.F.   70,080   \$ 1,051,20     Construction Subtotal   \$ 14,431,20     Contingency @ 15% of Construction   \$ 22,140,93     Construction Cost   \$ 20,369,65     Contingency @ 15% of Roadway + Structures   \$ 7,380,31     HOW Subtotal   +15% Contingency   \$ 1,107,04     Cotal Right-of-Way Cost   \$ 8,487,35     Cotal Right-of-Way Cost	OTAL ROADWAY CONSTRUCTION COST	\$	133,175,00
Mainline - Stream/Creek   \$75   /S.F.   72,000   \$ 5,400,00     Mainline - River Crossing   \$110   /S.F.   0   \$ 1,051,20     Bridge Approaches   \$15   /S.F.   70,080   \$ 1,051,20     Construction Subtotal   \$ 14,431,20     Contingency @ 15% of Construction   \$ 22,140,93     Construction Cost   \$ 20,369,65     Contingency @ 15% of Roadway + Structures   \$ 7,380,31     HOW Subtotal   +15% Contingency   \$ 1,107,04     Cotal Right-of-Way Cost   \$ 8,487,35     Cotal Right-of-Way Cost	PRINCES Mainline Interchange/DR	100 400 €	7 000 00
Maintine - River Crossing   \$110   /S.F.   0   \$   1,051,20			• • • • •
Bridge Approaches			5,400,00
Construction Subtotal   \$ 14,431,20			1.051.20
Construction Subtotal Contingency @ 15% of Construction Design and Construction Administration @ 12% of Construction + Contingency Design and Construction Administration @ 12% of Construction + Contingency  RIGHT-OF-WAY Right-of-Way @ 5% of Roadway + Structures ROW Subtotal +15% Contingency 1,107,04  COTAL RIGHT-OF-WAY COST \$ 8,487,35	bridge Approacties \$15 /5.F.	70,080 \$	1,031,20
Contingency @ 15% of Construction \$ 22,140,93 \$ 20,369,65  OTAL CONSTRUCTION COST \$ 190,116,78  RIGHT-OF-WAY  Right-of-Way @ 5% of Roadway + Structures \$ 7,380,31 \$ 7,380,31 \$ 1,107,04  OTAL RIGHT-OF-WAY COST \$ 8,487,35		\$	14,431,20
Contingency @ 15% of Construction \$ 22,140,93 \$ 20,369,65  COTAL CONSTRUCTION COST \$ 190,116,78  RIGHT-OF-WAY  Right-of-Way @ 5% of Roadway + Structures \$ 7,380,31 \$ 1,107,04  COTAL RIGHT-OF-WAY COST \$ 8,487,35	TOTAL STRUCTURES CONSTRUCTION COST		
Design and Construction Administration @ 12% of Construction + Contingency \$ 20,369,65  OTAL CONSTRUCTION COST \$ 190,116,78  RIGHT-OF-WAY  Right-of-Way @ 5% of Roadway + Structures \$ 7,380,31		dereteretereteretereteretereteretere	147.606.20
RIGHT-OF-WAY  Right-of-Way @ 5% of Roadway + Structures \$ 7,380,31 \$ 7,380,31 \$ 7,380,31 \$ 1,107,04  OTAL RIGHT-OF-WAY COST \$ 8,487,35	Constr	ruction Subtotal \$	147,606,20 22,140,93
Right-of-Way @ 5% of Roadway + Structures \$ 7,380,31 \$ 7,380,31 \$ 7,380,31 \$ 1,107,04 \$ 1,107,04	Constr Contingency @ 15%	ruction Subtotal \$ % of Construction \$	22,140,93
Right-of-Way @ 5% of Roadway + Structures \$ 7,380,31 \$ 7,380,31 \$ 7,380,31 \$ 1,107,04 \$ 1,107,04	Constr Contingency @ 15% Design and Construction Administration @ 12% of Construction	ruction Subtotal \$ 6 of Construction \$ n + Contingency \$	22,140,93 20,369,65
ROW Subtotal   \$ 7,380,31   +15% Contingency   \$ 1,107,04	Constr Contingency @ 15% Design and Construction Administration @ 12% of Construction  FOTAL CONSTRUCTION COST	ruction Subtotal \$ 6 of Construction \$ n + Contingency \$	22,140,93 20,369,65
+15% Contingency \$ 1,107,04  OTAL RIGHT-OF-WAY COST \$ 8,487,35	Constr Contingency @ 15% Design and Construction Administration @ 12% of Construction  FOTAL CONSTRUCTION COST  RIGHT-OF-WAY	ruction Subtotal \$ 6 of Construction n + Contingency \$	22,140,93 20,369,65 190,116,78
	Constr Constr Contingency @ 15% Design and Construction Administration @ 12% of Construction  FOTAL CONSTRUCTION COST  RIGHT-OF-WAY	ruction Subtotal \$ 6 of Construction n + Contingency \$  \$ way + Structures \$	22,140,93 20,369,65 <b>190,116,78</b> 7,380,31
	Constr Contingency @ 15% Design and Construction Administration @ 12% of Construction  FOTAL CONSTRUCTION COST  RIGHT-OF-WAY  Right-of-Way @ 5% of Roads	ruction Subtotal \$ 6 of Construction n + Contingency \$  \$ way + Structures ROW Subtotal \$	147,606,20 22,140,93 20,369,65 190,116,78 7,380,31 7,380,31 1,107,04
IRAND TOTAL \$ 198,604,14	Construction Administration @ 12% of Construction  FOTAL CONSTRUCTION COST  RIGHT-OF-WAY  Right-of-Way @ 5% of Roads	ruction Subtotal \$ 6 of Construction \$ 1 + Contingency \$  way + Structures \$  ROW Subtotal \$ 15% Contingency \$	22,140,93 20,369,65 190,116,78 7,380,31 7,380,31

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

\$7,093,005

Bridge Lengths (mainline over):

Railroads= 250 ft.

Cost per Mile =

Minor State Hwy= 180 ft

Major State Hwy= 350 ft.

Stream/Creek= 180 ft Rivers= 1000 ft.

Approaches= 36.5 ft.

**Preliminary Cost Estimate - Closed Barrier System** 

(Four-Lane Divided Freeway on New Alignment)

#### US 412 Corridor - Paragould to Missouri State Line

Corridor Length (miles): _____

Date: 1/2/01

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY	4-Lane Divided Freeway			
	Moutanious Terrain	\$7.5M /mile	o	\$ -
(includes: grading, drainage, paving)	Rolling Terrain	\$5.5M /mile	Ō	\$ -
	Flat Terrain	\$3.5M /mile	10	\$ 35,000,000
			Total	\$ 35,000,000
MISCELLANEOUS				
ITEMS		<u>.</u> .		
	Interchange (diamond/folded-diamond)	\$4.5M /Each	0	\$ -
	Ramp Toll Plaza (2 Plazas per interchange)	\$525,000 /Interchange		\$ -
j	Mainline Toll Plaza	\$2.6M /Each \$150.000 /Each	0	\$ - \$ -
	Lighting - Interchange Signalization - Interchange(urban areas only)	\$150,000 /Each \$187,500 /Each	0	\$ -
	Fencing - Mainline	\$3.50 /L.F.	106000	\$ 371,000
	Erosion Control	2% of Gr., Dr., & Surf.	100000	\$ 700,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		\$ 700,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		\$ 700,000
	Utility Relocation	2% of Gr., Dr., & Surf.		\$ 700,000
		, ,	Total	\$ 3,171,000
TOTAL ROADWAY	CONSTRUCTION COST			\$ 38,171,000
BRIDGES	Mainline - Interchange/RR	\$75 /S.F.	28,800	
	Mainline - Stream/Creek	\$75 /S.F.	43,200	
	Mainline - River Crossing	\$110 /S.F.	120,000	, , ,
	Bridge Approaches	\$15 /S.F.	35,040	\$ 525,600
TOTAL STRUCTURE	S CONSTRUCTION COST			\$ 19,125,600
10 IAC GITTOTOTIC				ψ 13,123,000 ·
		Cor	nstruction Subtotal	\$ 57,296,600
			15% of Construction	
	Design and Construction Admi			\$ 7,906,931
			,	
TOTAL CONSTRUCT	TION COST			\$ 73,798,021
RIGHT-OF-WAY				
		Right-of-Way @ 5% of Ro		
1			ROW Subtotal	-,,
			+15% Contingency	\$ 429,725
TOTAL RIGHT-OF-W	AYCOST			\$ 3,294,555
GRAND TOTAL				\$ 77,092,575

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Cost per Mile =

\$7,709,258

Bridge Lengths (mainline over): Railroads= 250 ft.

Minor State Hwy= 180 ft

Major State Hwy= 350 ft. Stream/Creek= 180 ft Rivers= 1000 ft.

Approaches= 36.5 ft.

U.S. 412 (open system)

	2 (Open system)		r	T :								
		EstimatePr			Diamond Interchanges	Main Toli Plaza						
Section	Location Description	Length (miles)	EA/EIS Status	Roadway Characteristics	with Ramp Toll Plazas	with Closed/Open Barrier System		Year	Construction + Right-of-Way	Design & Admin, Fees	Total ¹ Cost (\$M)	Cost per Mile
1	Siloem Springs By-Pass Beginning at the Oklahoma State Line (Cherokee Turnpike) and extending east bypassing Siloam Springs to the south and continuing northeasterly to an interchange at SH59/SH68/US412.	6	N/A	Divided - Controlled Access New Alignment		-	14	2001	\$37,028,410	\$4,231,818	\$41,260,228	\$6,876,705
2	Siloam Springs to Tontitown Beginning at the Interchange of SH59/SH68/US412 extending east to 3.5 miles west of Tontitown Intersecting with old US412.	12.4	N/A	Divided - Controlled Access Upgrade Existing Alignment		1	4	2001	\$16,190,764	\$1,850,373	\$18,041,137	\$1,454,930
3	Springdale By-Pass Beginning at the interchange of old US412, 3.5 miles west of Tontitown, extending north to an interchange at SH112, then then extending east to an interchange at I-540, then extending east to an interchange at US71 Business, then extending east to to an interchange at SH255, then extending south to the an interchange connection at old US412/SH68.	16.5	In-Progress	Divided - Controlled Access New Alignment		-	16	2001	\$171,092,262	\$18,664,610	\$189,756,872	\$11,500,417
4	Springdale to Osaga Beginning at the east side of Springdale at the interchange of old US412, extending east to Osaga. Interchanges will be located at SH45 at Hindsville, SH23 at Huntsville, SH21 east of Marble and at SH103 in Osaga.	39.5	N/A	Divided - Controlled Access New Alignment		2	40	2001	\$358,880,471	\$41,014,911	\$399,895,382	\$10,123,934
5	Osage to Harrison Beginning at the interchange of SH103 extending east 17.5 miles to the interchange at SH7 in Harrison.	17.5	N/A	Divided - Controlled Access New Alignment		•	8	2001	\$168,371,747	\$19,242,485	\$187,614,233	\$10,720,813
6	Harrison to Yellville Beginning at the interchange of SH7 in Harrison extending east miles to US62 in Yellville with interchanges at US65 in Bellefonte and at US62/SH202 in Yellville.	23.5	N/A	Divided - Controlled Access New Alignment		1	10	2001	\$202,945,974	\$23,193,826	\$226,139,800	\$9,622,970
7	Yellville to Mountain Home Beginning at the interchange of US62/SH202 in Yellville extending east 18.5 miles to US62 in Mountain Home with interchanges located at SH178 in Flippin and at SH201 in Mountain Home.	18.5	N/A	Divided - Controlled Access New Alignment		-	18	2001	\$175,752,229	\$20,085,969	\$195,838,198	\$10,585,849
8	Mountlan Home to Salem Beginning at the interchange of SH201 extending east 36 miles to Salem with interchanges located at SH5 and US 412 In Mountain Home and an interchange located at SH9 in Salem.	36	N/A	Divided - Controlled Access Upgrade Existing Alignment at Mountain Home New Alignment to Salem		1	28	2001	\$294,407,699	\$33,646,594	<b>\$</b> 328,054,293	\$9,112,619
9	Salem to Hardy Beginning at the interchange of SH9 in Salem extending east 26 miles to an interchange at US412/SH175 east of Hardy.	26	N/A	Divided - Controlled Access New Alignment		1	20	2001	\$218,887,751	\$25,015,743	\$243,903,494	\$9,380,904
10	Hardy to Hoxle Beginning at the interchange of US412/SH175 east of Hardy, extending east 35 miles to an interchange at US67 in Hoxie.	35	N/A	Divided - Controlled Access New Alignment		0	20	2001	\$300,137,408	\$34,301,418	\$334,438,826	<b>\$</b> 9,555,395
11	Hoxle to Paragould Beginning at the interchange of US67 in Hoxie, extending east 28 miles with interchanges at SH141 and at US49 in Paragould.	28	N/A	Divided - Controlled Access New Alignment		1	24	2001	\$176,966,612	\$20,224,756	\$197,191,367	\$7,042,549
12	Paragould to Missouri State Line Beginning at the interchange of US49 in Paragould, extending east miles to the Missouri State Line.	10	N/A	Divided - Controlled Access New Alignment		٠	12	2001	\$69,185,645	\$7,906,931	\$77,092,575	\$7,709,258

¹Cost = Construction + right-of-way + 12% for Design & Administration

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on New Alignment)

#### **US 412 Corridor - Siloam Springs ByPass**

Corridor Length (miles): 6

Date: 1/2/01

ITEM	SUB-TTEMS	UNIT COST	QUANTITY	1	OTAL COST
BOADWAY	4 Lana Divided Erroway				
ROADWAY	4-Lane Divided Freeway  Moutanious Terrain	\$7.5M /mile	-	\$	
(includes: grading, drainage,	Rolling Terrain	\$5.5M /mile	0	\$ \$	
paving)	Flat Terrain	\$3.5M /mile		\$	21,000,000
	riat romain	<b>40.0111</b> /111110	Total	_	21,000,000
MISCELLANEOUS ITEMS					
	Interchange (diamond/folded-diamond)	\$4.5M /Each	0	\$	
	Ramp Toll Plaza (2 Plazas per interchange)	\$525,000 /Interchange	0	\$	
	Mainline Toll Plaza	\$2.6M /Each	0	\$	
	Lighting - Interchange	\$150,000 /Each	1	\$	150,000
	Signalization - Interchange(urban areas only)	\$187,500 /Each	50500	\$	187,500
	Fencing - Mainline	\$3.50 /L.F.	63500	\$	222,250
	Erosion Control Signing & Paving Markings	2% of Gr., Dr., & Surf. 2% of Gr., Dr., & Surf.		\$ \$	420,000 420,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		э \$	420,000
	Utility Relocation	2% of Gr., Dr., & Surf.		Ф \$	420,000
	Canty Helocation	270 01 Gl., Dl., & Gall.	Total		2,239,750
OTAL ROADWAY C	ONSTRUCTION COST			\$	23,239,75
BRIDGES	Mainline - Interchange/RR	\$75 /S.F.	92,000	\$	6,900,00
212	Mainline - Stream/Creek	\$75 /S.F.	0	\$	2,000,000
	Mainline - River Crossing	\$110 /S.F.	ō	\$	
	Bridge Approaches	\$15 /S.F.	35,040	\$	525,600
OTAL STRUCTURE	S CONSTRUCTION COST			\$	7,425,600
				·	
			nstruction Subtotal	7	30,665,350
			15% of Construction		4,599,803
	Design and Construction Ad	ministration @ 12% of Consti	ruction + Contingency	\$	4,231,818
OTAL CONSTRUCT	ION COST			\$	39,496,971
RIGHT-OF-WAY					· · · · ·
TUGHT-OF-WAT		Right-of-Way @ 5% of F	। Roadway + Structures	\$	1,533,26
		,	ROW Subtotal	\$	1,533,26
			+15% Contingency	\$	229,99
OTAL RIGHT-OF-W	AY COST			\$	1,763,25
RAND TOTAL		:1:4:4:4:4:4:4:4:4:4:4:4:4:4:4:4:4:4:4:		\$	41,260,228

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):
Raitroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.

Stream/Creek= 180 ft Rivers= 1000 ft. Approaches= 36.5 ft.

#### **Preliminary Cost Estimate - Open Barrier System**

(Four-Lane Divided Freeway on Existing Alignment)

#### **US 412 Corridor - Siloam Springs to Tontitown**

Corridor Length (miles):

Date: 1/2/01

ROADWAY	ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
Moutanious Terrain   S.7.5M   /mile   O   S   C   C   C   C   C   C   C   C   C					
Moutanious Terrain   S.7.5M   /mile   O   S   C   C   C   C   C   C   C   C   C	DOADWAY	A Lang Birded Francisco			
Rolling Terrain	HOADWAY	· ·	07 FM /il-		•
Flat Terrain					·
Interchange (diamond/folded-diamond)   \$4.5M   /Each   2   \$   9,000,000	paving)		•		*
Interchange (diamond/folded-diamond)   S4.5M   /Each   2   \$ 9,000,000		riat remain	\$3.5W /IIIIe		
Interchange (diamond/folded-diamond)				iotai	•
Interchange (diamond/folded-diamond)	MICCEL I ANEOLIC				
Interchange (diamond/folded-diamond)					
Ramp Toll Plaza (2 Plazas per interchange)   \$525,000 /Interchange   0   \$ 2,600,000     Mainline Toll Plaza   \$150,000 /Each   1   \$ 2,600,000     Lighting - Interchange (urban areas only)   \$187,500 /Each   4   \$ 600,000     Fencing - Mainline   \$150,000 /Each   4   \$ 750,000     Fencing - Mainline   \$3.50 /L.F.   \$131000   \$ 458,500     Erosion Control   2% of Gr., Dr., & Surf.   \$     Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$     Maintenance of Traffic   2% of Gr., Dr., & Surf.   \$     Utility Relocation   2% of Gr., Dr., & Surf.   \$     Total   \$ 13,408,500     FOTAL ROADWAY CONSTRUCTION COST   \$     Mainline - Interchange/RR   \$75 /S.F.   0   \$     Mainline - River Crossing   \$110 /S.F.   0   \$     Mainline - River Crossing   \$110 /S.F.   0   \$     Mainline - River Crossing   \$110 /S.F.   0   \$     Bridge Approaches   \$15 /S.F.   0   \$     TOTAL STRUCTURES CONSTRUCTION COST   \$ 13,408,500     Design and Construction Administration @ 12% of Construction + Contingency   \$ 13,408,500     Right-of-Way @ 5% of Roadway + Structures   \$ 670,425   ROW Subtotal   ROW Subtotal   1,550,373     TOTAL RIGHT-OF-WAY   Right-of-Way @ 5% of Roadway + Structures   \$ 670,425   ROW Subtotal   1,15% Contingency   \$     TOTAL RIGHT-OF-WAY   Right-of-Way @ 5% of Roadway + Structures   \$     Total RIGHT-OF-WAY   \$	I I EIVIS	Interchange (diamond/folded-diamond)	\$4.5M /Fach	2	e a non non
Mainline Toll Plaza   \$2.8M   /Each   1   \$2,600,000		· · · · · · · · · · · · · · · · · · ·	*		
Lighting - Interchange   \$150,000   Each   4   \$   600,000					· •
Signalization - Interchange(urban areas only)   \$187,500 / Each   4 \$ 750,000		1			
Fencing - Mainline		, ,	, ,		,
Erosion Control   2% of Gr., Dr., & Surf.   \$ -   \$ -   \$   \$   \$   \$   \$   \$   \$			i ' '	'	•
Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$ -   \$ -   \$   \$   \$   \$   \$   \$   \$			, , , , , , , , , , , , , , , , , , ,	131000	
Maintenance of Traffic Utility Relocation			, , ,		•
Utility Relocation					•
Total   \$ 13,408,500		· ·			•
### RIGHT-OF-WAY CONSTRUCTION COST ### ST5		Clinty Helocation	2 /8 01 G1., D1., & Guil.	Total	<u> </u>
BRIDGES   Mainline - Interchange/RR				Total	\$ 13,400,500
BRIDGES   Mainline - Interchange/RR	TOTAL POADWAY	CONSTRUCTION COST			\$ 12.408.500
Mainline - Stream/Creek   \$75   /S.F.   0   \$   -					<b>4</b> 10,400,500
Mainline - Stream/Creek   \$75   /S.F.   0   \$   -	BRIDGES	Mainline - Interchange/BB	\$75 /SE	0	\$ -
Mainline - River Crossing   \$110   /S.F.   0   \$   -	J.1.15 G.25		***		•
Bridge Approaches			1		
Construction Subtotal Contingency @ 15% of Construction \$  Design and Construction Administration @ 12% of Construction + Contingency \$  13,408,500 \$  2,011,275 \$  1,850,373 \$  TOTAL CONSTRUCTION COST \$  RIGHT-OF-WAY  Right-of-Way @ 5% of Roadway + Structures FOW Subtotal +15% Contingency \$  107,425 \$  107,425 \$  107,425 \$  100,564 \$  100,564		_	1 *****		•
Construction Subtotal   \$ 13,408,500   Contingency @ 15% of Construction   \$ 2,011,275   \$ 1,850,373   \$ 17,270,148		- Indige Approaches	,		Ψ
Contingency @ 15% of Construction \$ 2,011,275 \$ 1,850,373  TOTAL CONSTRUCTION COST \$ 17,270,148  RIGHT-OF-WAY Right-of-Way @ 5% of Roadway + Structures \$ 670,425 \$ 100,564  TOTAL RIGHT-OF-WAY COST \$ 770,989	TOTAL STRUCTUR	ES CONSTRUCTION COST			\$ -
Contingency @ 15% of Construction \$ 2,011,275 \$ 1,850,373  TOTAL CONSTRUCTION COST \$ 17,270,148  RIGHT-OF-WAY Right-of-Way @ 5% of Roadway + Structures \$ 670,425 \$ 100,564  TOTAL RIGHT-OF-WAY COST \$ 770,989		lasti kati di di di kata kata la kata ta		1+1+1+1+1+1+1+1+1+1+1+1+1+1+1+1+1+1+1+1+	
Contingency @ 15% of Construction \$ 2,011,275 \$ 1,850,373  TOTAL CONSTRUCTION COST \$ 17,270,148  RIGHT-OF-WAY Right-of-Way @ 5% of Roadway + Structures \$ 670,425 \$ 100,564  TOTAL RIGHT-OF-WAY COST \$ 770,989			Cor	struction Subtotal	\$ 13.408.500
Design and Construction Administration @ 12% of Construction + Contingency \$ 1,850,373  TOTAL CONSTRUCTION COST \$ 17,270,148  RIGHT-OF-WAY Right-of-Way @ 5% of Roadway + Structures \$ 670,425			Contingency @	15% of Construction	
### TOTAL CONSTRUCTION COST   \$ 17,270,148    RIGHT-OF-WAY		Design and Construction Admi	• ,	· ·	
RIGHT-OF-WAY    Right-of-Way @ 5% of Roadway + Structures   670,425   ROW Subtotal   +15% Contingency   100,564     TOTAL RIGHT-OF-WAY COST   \$ 770,989		<b>-</b>		<b>,</b>	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
Right-of-Way @ 5% of Roadway + Structures   \$ 670,425   ROW Subtotal   +15% Contingency   100,564	TOTAL CONSTRUC	TION COST			\$ 17,270,148
Right-of-Way @ 5% of Roadway + Structures   \$ 670,425   ROW Subtotal   +15% Contingency   100,564					-
## ROW Subtotal \$ 670,425	RIGHT-OF-WAY				
+15% Contingency \$ 100,564  TOTAL RIGHT-OF-WAY COST \$ 770,989			Right-of-Way @ 5% of Ro	adway + Structures	\$ 670,425
TOTAL RIGHT-OF-WAY COST \$ 770,989					, · · · · · · · · · · · · · · · · · · ·
				+15% Contingency	\$ 100,564
GRAND TOTAL \$ 18,041,137	TOTAL RIGHT-OF-V	VAY COST			\$ 770,989
900000 EVANA	COAND TOTAL			eren erenanenakenake	6 10 044 407
	GRAND I CIAL				ə 18,041,13 <i>7</i>

#### General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Cost per Mile =

\$1,454,930

Bridge Lengths (mainline over):
Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.

Stream/Creek= 180 ft Rivers= 1000 ft. Approaches= 36.5 ft.

#### **Preliminary Cost Estimate - Open Barrier System**

(Four-Lane Divided Freeway on New Alignment)

#### **US 412 Corridor - Springdale ByPass**

Corridor Length (miles): 16.5

Date: 1/2/01

ITEM	SUB-ITEMS	UNIT COST	QUANTETY	1	TOTAL COST
	1				
ROADWAY	4-Lane Divided Freeway				
(includes: grading, drainage,	Moutanious Terrain	\$7.5M /mile	0	\$	-
paving)	Rolling Terrain	\$5.5M /mile	9	\$	49,500,000
	Flat Terrain	\$3.5M /mile	8	\$	28,000,000
			Total	\$	77,500,000
MISCELLANEOUS ITEMS					
	Interchange (diamond/folded-diamond)	\$4.5M /Each	5	\$	22,500,000
	Ramp Toli Plaza (2 Plazas per interchange)	\$525,000 /Interchange	0	\$	•
	Mainline Toll Plaza	\$2.6M /Each	0	\$	
	Lighting - Interchange	\$150,000 /Each	5	\$	750,000
	Signalization - Interchange(urban areas only)	\$187,500 /Each	5	\$	937,500
	Fencing - Mainline	\$3.50 /L.F.	175000	\$	612,500
	Erosion Control	2% of Gr., Dr., & Surf.		\$	1,550,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		\$	1,550,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		\$	1,550,000
	Utility Relocation	8% of Gr., Dr., & Surf.		\$	6,200,000
			Total	\$	35,650,000
TOTAL ROADWAY	CONSTRUCTION COST			\$	113,150,000
BRIDGES	Mainline - Interchange/RR	\$75 /S.F.	168,000	\$	12,600,000
BNIDGES	Mainline - Stream/Creek	\$75 /S.F. \$75 /S.F.	100,000	\$	12,000,000
	Mainline - Siream Creek	\$15 /3.F. \$110 /S.F.	80,000	\$	8,800,000
	Bridge Approaches	* * * * * * * * * * * * * * * * * * * *		J J	0.000.000
			/6 720 I	œ	
	Bridge Approaches	\$15 /S.F.	46,720	\$	700,800
TOTAL STRUCTURE	ES CONSTRUCTION COST	\$15 /S.F.	46,720	\$	
TOTAL STRUCTURE				\$	700,800
TOTALISTRUCTURI		Coi	nstruction Subtotal	<b>\$</b>	700,800 <b>22,100,800</b> 135,250,800
TOTAL STRUCTURI		Cor Contingency @	nstruction Subtotal	\$	700,800
	ES CONSTRUCTION COST  Design and Construction Admi	Cor Contingency @	nstruction Subtotal	<b>\$</b> \$ \$	700,800 <b>22,100,800</b> 135,250,800 20,287,620 18,664,610
	ES CONSTRUCTION COST  Design and Construction Admi	Cor Contingency @	nstruction Subtotal	<b>\$</b> \$	700,800 <b>22,100,800</b> 135,250,800 20,287,620
TOTAL CONSTRUC	ES CONSTRUCTION COST  Design and Construction Admi	Cor Contingency @	nstruction Subtotal	<b>\$</b> \$ \$	700,800 <b>22,100,800</b> 135,250,800 20,287,620 18,664,610
	ES CONSTRUCTION COST  Design and Construction Admi	Contingency @ nistration @ 12% of Constru	nstruction Subtotal 15% of Construction ction + Contingency	\$ \$ \$ \$	700,800 22,100,800 135,250,800 20,287,620 18,664,610 174,203,030
TOTAL CONSTRUC	ES CONSTRUCTION COST  Design and Construction Admi	Cor Contingency @	nstruction Subtotal 15% of Construction ction + Contingency padway + Structures	\$ \$ \$ \$	700,800  22,100,800  135,250,800 20,287,620 18,664,610  174,203,030
TOTAL CONSTRUC	ES CONSTRUCTION COST  Design and Construction Admi	Contingency @ nistration @ 12% of Constru	nstruction Subtotal 15% of Construction ction + Contingency Description of the Continuency andway + Structures ROW Subtotal	\$ \$ \$ \$ \$ \$ \$ \$	700,800  22,100,800  135,250,800 20,287,620 18,664,610  174,203,030  13,525,080 13,525,080
TOTAL CONSTRUC RIGHT-OF-WAY	Design and Construction Admi	Contingency @ nistration @ 12% of Constru	nstruction Subtotal 15% of Construction ction + Contingency padway + Structures	\$ \$ \$ \$ \$ \$ \$ \$	700,800  22,100,800  135,250,800 20,287,620 18,664,610  174,203,030  13,525,080 13,525,080 2,028,762
TOTAL CONSTRUC	Design and Construction Admi	Contingency @ nistration @ 12% of Constru	nstruction Subtotal 15% of Construction ction + Contingency Description of the Continuency andway + Structures ROW Subtotal	\$ \$ \$ \$ \$ \$ \$ \$	700,800  22,100,800  135,250,800 20,287,620 18,664,610  174,203,030  13,525,080 13,525,080

#### General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Cost per Mile =

\$11,500,417

Bridge Lengths (mainline over):
Railroads= 250 ft.
Minor State Hwy= 180 ft

Major State Hwy= 350 ft. Stream/Creek= 180 ft

**Preliminary Cost Estimate - Open Barrier System** 

(Four-Lane Divided Freeway on New Alignment)

#### US 412 Corridor - Springdale to Osaga

Corridor Length (miles):

Date: ____

1/2/01

Rolling Terrain	ITEM	SUB-ITEM\$	UNIT COST	QUANTITY		TOTAL COST
Moutanious Terrain   \$7.5M						
Rolling Terrain	ROADWAY	4-Lane Divided Freeway				
Rolling Terrain	(includes: grading drainage	Moutanious Terrain	\$7.5M /mile		\$	75,000,000
Name			*	25		137,500,000
Interchange (diamond/folded-diamond)		Flat Terrain	\$3.5M /mile			17,500,000
Interchange (diamond/folded-diamond)				Total	\$	230,000,000
Ramp Toll Plaza (2 Plazas per interchange)   \$525,000 /Interchange   \$ 5,200   Mainline Toll Plaza   \$ 5,200   \$ 5,200   Each   4 \$ 600   \$ 50,000   Each   5,200   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600   \$ 600						
Mainline Toll Plaza   \$2.6M   Each   2   \$5.20		Interchange (diamond/folded-diamond)	\$4.5M /Each	4	\$	18,000,000
Lighting - Interchange   \$150,000   Each   4   \$   \$600		Ramp Toll Plaza (2 Plazas per interchange)	\$525,000 /Interchange		\$	
Signalization - Interchange(urban areas only)   \$187,500   / Each   1   \$   \$187,500   / Each   1   \$   \$   \$   \$   \$   \$   \$   \$   \$		Mainline Toll Plaza	\$2.6M /Each	2	\$	5,200,000
Fencing - Mainline		Lighting - Interchange	\$150,000 /Each	4	\$	600,000
Erosion Control   2% of Gr., Dr., & Surf.   \$ 4,600		Signalization - Interchange(urban areas only)	\$187,500 /Each	1	\$	187,500
Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$ 4,600		Fencing - Mainline	\$3.50 /L.F.	420000	\$	1,470,000
Maintenance of Traffic Utility Relocation		Erosion Control	2% of Gr., Dr., & Surf.		\$	4,600,000
Maintenance of Traffic Utility Relocation		Signing & Paving Markings	2% of Gr., Dr., & Surf.		\$	4,600,000
Utility Relocation					\$	4,600,000
Total   \$ 43,85		Utility Relocation	1		\$	4,600,000
BRIDGES   Mainline - Interchange/RR   \$75   /S.F.   216,000   \$ 16,200   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$ 5,400   \$				Total	\$	43,857,500
Mainline - Stream/Creek   \$75   /S.F.   72,000   \$ 5,400	OTAL ROADWAY	 			\$	273,857,500
Mainline - Stream/Creek   \$75   /S.F.   72,000   \$ 5,400     Mainline - River Crossing   \$110   /S.F.     116,800   \$ 1,750     Bridge Approaches   \$15   /S.F.   116,800   \$ 1,750     Construction Subtotal   \$ 23,350     Construction Subtotal   \$ 297,200     Construction Subtotal   \$ 297,200     Construction Subtotal   \$ 44,58     Construction Cost   \$ 382,800     Construction Cost   \$ 382,800     Construction Cost   \$ 382,800     Right-of-Way @ 5% of Roadway + Structures   \$ 14,860     ROW Subtotal   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$ 14,860     \$ 14,860   \$						
Mainline - River Crossing   \$110   /S.F.   \$116,800   \$1,756	BRIDGES	1	<b>*</b>			16,200,000
Bridge Approaches		Mainline - Stream/Creek		72,000	\$	5,400,000
Construction Subtotal Contingency @ 15% of Construction Design and Construction Administration @ 12% of Construction + Contingency  COTAL CONSTRUCTION COST  RIGHT-OF-WAY  Right-of-Way @ 5% of Roadway + Structures ROW Subtotal +15% Contingency \$ 14,86		Mainline - River Crossing	\$110 /S.F.		\$	
Construction Subtotal Contingency @ 15% of Construction Design and Construction Administration @ 12% of Construction + Contingency \$ 44,58 41,014  COTAL CONSTRUCTION COST  RIGHT-OF-WAY  Right-of-Way @ 5% of Roadway + Structures \$ 14,866  ROW Subtotal +15% Contingency \$ 2,225		Bridge Approaches	\$15 /S.F.	116,800	\$	1,752,000
Contingency @ 15% of Construction \$ 44,58 41,014  OTAL CONSTRUCTION COST \$ 382,809  RIGHT-OF-WAY  Right-of-Way @ 5% of Roadway + Structures ROW Subtotal +15% Contingency \$ 14,860	OTAL STRUCTURE	S CONSTRUCTION COST			\$	23,352,000
Contingency @ 15% of Construction \$ 44,58   Design and Construction Administration @ 12% of Construction + Contingency \$ 41,014  OTAL CONSTRUCTION COST \$ 382,809  RIGHT-OF-WAY  Right-of-Way @ 5% of Roadway + Structures \$ 14,860   ROW Subtotal +15% Contingency \$ 2,229					•	207 200 50
Design and Construction Administration @ 12% of Construction + Contingency \$ 41,014  OTAL CONSTRUCTION COST \$ 382,804  RIGHT-OF-WAY  Right-of-Way @ 5% of Roadway + Structures \$ 14,864  ROW Subtotal +15% Contingency \$ 2,225						297,209,500
RIGHT-OF-WAY  Right-of-Way @ 5% of Roadway + Structures \$ 14,860    ROW Subtotal +15% Contingency \$ 2,22					•	44,581,425
RIGHT-OF-WAY  Right-of-Way @ 5% of Roadway + Structures \$ 14,866  ROW Subtotal \$ 14,866  +15% Contingency \$ 2,22		Design and Construction Adm	ninistration @ 12% of Constru	ction + Contingency	\$	41,014,91
Right-of-Way @ 5% of Roadway + Structures \$ 14,86   ROW Subtotal \$ 14,86   +15% Contingency \$ 2,22	OTAL CONSTRUC	TION COST			\$	382,805,83
Right-of-Way @ 5% of Roadway + Structures \$ 14,86 ROW Subtotal \$ 14,86 +15% Contingency \$ 2,22	RIGHT-OF-WAY					
ROW Subtotal \$ 14,860 +15% Contingency \$ 2,22	diii-Oi-HAI		Right-of-Way @ 5% of B	l nadway ± Structures	s	14,860,47
+15% Contingency \$ 2,22			ingin-oi-way & 5/0 01 h			14,860,47
OTAL RIGHT-OF-WAY COST \$ 17,08					-	2,229,07
	OTAL RIGHT-OF-W	 /AY COST			s	17,089,540
					<u> </u>	,,

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

\$10,123,934

Bridge Lengths (mainline over):

Cost per Mile =

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft

Rivers= 1000 ft.

Approaches= 36.5 ft.

#### **Preliminary Cost Estimate - Open Barrier System**

(Four-Lane Divided Freeway on New Alignment)

#### US 412 Corridor - Osaga to Harrison

Corridor Length (miles): ____

Date: 1/2/01

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY	4-Lane Divided Freeway			
(includes: grading, drainage,	Moutanious Terrain	\$7.5M /mile		\$ 75,000,000
(includes: grading, oramage, paving)	Rolling Terrain	\$5.5M /mile		\$ 27,500,000
	Flat Terrain	\$3.5M /mile		\$ 8,750,000
			Total	\$ 111,250,000
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	\$4.5M /Each	2	\$ 9,000,000
	Ramp Toll Plaza (2 Plazas per interchange)	\$525,000 /Interchange		\$-
	Mainline Toll Plaza	\$2.6M /Each		\$-
	Lighting - Interchange	\$150,000 /Each	2	\$ 300,000
	Signalization - Interchange(urban areas only)	\$187,500 /Each		\$ -
	Fencing - Mainline	\$3.50 /L.F.	185000	\$ 647,500
	Erosion Control	2% of Gr., Dr., & Surf.		\$ 2,225,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.	] :	\$ 2,225,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		\$ 2,225,000
	Utility Relocation	2% of Gr., Dr., & Surf.		\$ 2,225,000
			Total	\$ 18,847,500
TOTAL ROADWAY C	CONSTRUCTION COST			\$ 130,097,500
BRIDGES	Mainline - Interchange/RR	\$75 /S.F.	115,200	\$ 8,640,000
Dilibato	Mainline - Stream/Creek	\$75 /S.F.		\$ 0,040,000 \$ -
	Mainline - River Crossing	\$110 /S.F.		\$ -
	Bridge Approaches	\$15 /S.F.		\$ 700,800
FOTAL STRUCTURE	S CONSTRUCTION COST			\$ 9,340,800
U.AE UTINOTOTIE				9 3,540,000
		Co	nstruction Subtotal	\$ 139,438,300
		Contingency @	15% of Construction	\$ 20,915,745
	Design and Construction Admi	nistration @ 12% of Constru	ction + Contingency	\$ 19,242,485
FOTAL CONSTRUCT	FION COST			\$ 179,596,530
RIGHT-OF-WAY				
AIGHT-OF-WAT		Right-of-Way @ 5% of R	nadway + Structures	\$ 6,971,915
		I light-of-tray & 3/0 ULD	ROW Subtotal	
				\$ 1,045,787
TOTAL RIGHT-OF-W	  AY COST			\$ 8,017,702
GRAND TOTAL				<b>\$</b> 187,614,233

#### General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):
Railroads= 250 ft.

Minor State Hwy= 180 ft

Major State Hwy= 350 ft. Stream/Creek= 180 ft

**Preliminary Cost Estimate - Open Barrier System** 

(Four-Lane Divided Freeway on New Alignment)

#### **US 412 Corridor - Harrison to Yellville**

Corridor Length (miles):

23.5

Date: 1/2/01

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY	4-Lane Divided Freeway	07.514 (1)	40	• • • • • • • • • • • • • • • • • • • •
(includes: grading, drainage,	Moutanious Terrain	\$7.5M /mile \$5.5M /mile		\$ 90,000,000 \$ 11,000,000
paving)	Rolling Terrain Flat Terrain	\$5.5M /mile \$3.5M /mile	2 10	
	riat Terrain	\$3.5M /IIIIe	Total	
			i Otai	\$ 154,250,000
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	\$4.5M /Each	1	\$ 4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	\$525,000 /Interchange		\$ -
	Mainline Toll Plaza	\$2.6M /Each	1	\$ 2,600,000
	Lighting - Interchange	\$150,000 /Each	2	\$ 300,000
	Signalization - Interchange(urban areas only)	\$187,500 /Each	2	\$ 375,000
	Fencing - Mainline	\$3.50 /L.F.	250000	\$ 875,000
	Erosion Control	2% of Gr., Dr., & Surf.		\$ 2,685,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		\$ 2,685,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		\$ 2,685,000
	Utility Relocation	2% of Gr., Dr., & Surf.		\$ 2,685,000
			Total	\$ 19,390,000
TOTAL BOADWAY	CONSTRUCTION COST			\$ 153.640.000
501.441.107.051.44				100,040,000
BRIDGES	Mainline - Interchange/RR	\$75 /S.F.	149,600	\$ 11,220,000
22420	Mainline - Stream/Creek	\$75 /S.F.	28,800	, , ,
	Mainline - River Crossing	\$110 /S.F.	0	\$ -
	Bridge Approaches	\$15 /S.F.	70,080	\$ 1,051,200
		***		* ',,
TOTAL STRUCTURI	S CONSTRUCTION COST			\$ 14,431,200
			struction Subtotal	
	Danism and Construction Admi		15% of Construction	\$ 25,210,680 \$ 23,193,826
	Design and Construction Admi	nistration @ 12% of Constru	ction + Contingency	\$ 23,193,826
TOTAL CONSTRUC	TION COST			\$ 216,475,706
RIGHT-OF-WAY				
AIGHT-UT-WAT		Right-of-Way @ 5% of Ro	Sedway ( Structuras	\$ 8,403,560
		night-of-way & 5% of AC	ROW Subtotal	
			i i o i o o o o colai i	Ψ 0, <del>7</del> 00,300
			+15% Contingency	\$ 1,260,534
			+15% Contingency	\$ 1,260,534
TOTAL RIGHT-OF-V	VAY COST		+15% Contingency	\$ 1,260,534 \$ 9,664,094
TOTAL RIGHT-OF-V	VAY COST		+15% Contingency	

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

\$9,622,970

Cost per Mile =

Bridge Lengths (mainline over):

Railroads= 250 ft.

Minor State Hwy= 180 ft Major State Hwy= 350 ft.

Stream/Creek= 180 ft

### **Preliminary Cost Estimate - Open Barrier System**

(Four-Lane Divided Freeway on New Alignment)

#### US 412 Corridor - Yellville to Mountain Home

Corridor Length (miles): 18.5

Date: 1/2/01

ITEM	SUB-ITEMS	UNIT COST	QUANTITY		TOTAL COST
ROADWAY	4-Lane Divided Freeway				
(includes: grading, drainage,	Moutanious Terrain	\$7.5M /mile	7	\$	52,500,000
paving)	Rolling Terrain	\$5.5M /mile	9	\$	46,750,000
	Flat Terrain	\$3.5M /mile	3	\$	10,500,000
			Total	\$	109,750,000
MISCELLANEOUS					
ITEMS					
	Interchange (diamond/folded-diamond)	\$4.5M /Each	1	\$	4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	\$525,000 /Interchange		\$	•
	Mainline Toll Plaza	\$2.6M /Each		\$	-
	Lighting - Interchange	\$150,000 /Each	2	\$	300,000
	Signalization - Interchange(urban areas only)	\$187,500 /Each	2	\$	375,000
	Fencing - Mainline	\$3.50 /L.F.	197000	\$	689,500
	Erosion Control	2% of Gr., Dr., & Surf.		\$	2,195,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		\$	2,195,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		\$	2,195,000
	Utility Relocation	2% of Gr., Dr., & Surf.		\$	2,195,000
			Total	\$	14,644,500
TOTAL BOADWAY	DONSTRUCTION COST			\$	124,394,500
えいいんし ロシベルガベミバ		+ ( + ( + ( + ( + ( + ( + ( + ( + ( + (	454544444444444444	•	124,034,000
TOTAL HUMDINATI				<b>3</b>	124,394,300
BRIDGES	Mainline - Interchange/RR	\$75 /S.F.	129,600	\$	9,720,000
		\$75 /S.F. \$75 /S.F.	129,600		
	Mainline - Interchange/RR	***		\$	
	Mainline - Interchange/RR Mainline - Stream/Creek	\$75 /S.F.	0	\$ \$	9,720,000
BRIDGES	Mainline - Interchange/RR Mainline - Stream/Creek Mainline - River Crossing Bridge Approaches	\$75 /S.F. \$110 /S.F.	96,000	\$ \$ \$	9,720,000 - 10,560,000 876,000
BRIDGES	Mainline - Interchange/RR Mainline - Stream/Creek Mainline - River Crossing	\$75 /S.F. \$110 /S.F.	96,000	\$ \$ \$	9,720,000 - 10,560,000
BRIDGES	Mainline - Interchange/RR Mainline - Stream/Creek Mainline - River Crossing Bridge Approaches	\$75 /S.F. \$110 /S.F. \$15 /S.F.	96,000	\$ \$ \$	9,720,000 - 10,560,000 876,000
BRIDGES	Mainline - Interchange/RR Mainline - Stream/Creek Mainline - River Crossing Bridge Approaches	\$75 /S.F. \$110 /S.F. \$15 /S.F.	0 96,000 58,400	\$ \$ \$ \$ \$ \$ \$	9,720,000 10,560,000 876,000 <b>21,156,000</b> 145,550,500
BRIDGES	Mainline - Interchange/RR Mainline - Stream/Creek Mainline - River Crossing Bridge Approaches	\$75 /S.F. \$110 /S.F. \$15 /S.F. Contingency	96,000 58,400 struction Subtotal 15% of Construction	\$ \$ \$ \$ \$ \$ \$	9,720,000 10,560,000 876,000 <b>21,156,000</b>
BRIDGES	Mainline - Interchange/RR Mainline - Stream/Creek Mainline - River Crossing Bridge Approaches  S CONSTRUCTION COST  Design and Construction Admi	\$75 /S.F. \$110 /S.F. \$15 /S.F. Contingency	96,000 58,400 struction Subtotal 15% of Construction	\$ \$ \$ \$ \$ \$ \$	9,720,000 10,560,000 876,000 <b>21,156,000</b> 145,550,500 21,832,575 20,085,969
BRIDGES TOTAL STRUCTURE	Mainline - Interchange/RR Mainline - Stream/Creek Mainline - River Crossing Bridge Approaches  S CONSTRUCTION COST  Design and Construction Admi	\$75 /S.F. \$110 /S.F. \$15 /S.F. Contingency	96,000 58,400 struction Subtotal 15% of Construction	\$ \$ \$ \$ \$ \$ \$ \$	9,720,000 10,560,000 876,000 <b>21,156,000</b> 145,550,500 21,832,575
BRIDGES TOTAL STRUCTURE	Mainline - Interchange/RR Mainline - Stream/Creek Mainline - River Crossing Bridge Approaches  S CONSTRUCTION COST  Design and Construction Admi	\$75 /S.F. \$110 /S.F. \$15 /S.F. Contingency @ nistration @ 12% of Constru	96,000 58,400 58,400  nstruction Subtotal 15% of Construction ction + Contingency	\$\$\$\$ \$\$\$\$\$	9,720,000 10,560,000 876,000 <b>21,156,000</b> 145,550,500 21,832,575 20,085,969
BRIDGES TOTAL STRUCTURE	Mainline - Interchange/RR Mainline - Stream/Creek Mainline - River Crossing Bridge Approaches  S CONSTRUCTION COST  Design and Construction Admi	\$75 /S.F. \$110 /S.F. \$15 /S.F. Contingency	96,000 58,400  nstruction Subtotal 15% of Construction ction + Contingency	\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$\$	9,720,000 10,560,000 876,000 <b>21,156,000</b> 145,550,500 21,832,575 20,085,969
BRIDGES TOTAL STRUCTURE	Mainline - Interchange/RR Mainline - Stream/Creek Mainline - River Crossing Bridge Approaches  S CONSTRUCTION COST  Design and Construction Admi	\$75 /S.F. \$110 /S.F. \$15 /S.F. Contingency @ nistration @ 12% of Constru	nstruction Subtotal 15% of Construction ction + Contingency  padway + Structures ROW Subtotal	\$\$\$\$\$ \$\$ \$\$\$\$\$ \$\$	9,720,000 10,560,000 876,000 <b>21,156,000</b> 145,550,500 21,832,575 20,085,969 <b>187,469,044</b> 7,277,525 7,277,525
BRIDGES TOTAL STRUCTURE	Mainline - Interchange/RR Mainline - Stream/Creek Mainline - River Crossing Bridge Approaches  S CONSTRUCTION COST  Design and Construction Admi	\$75 /S.F. \$110 /S.F. \$15 /S.F. Contingency @ nistration @ 12% of Constru	96,000 58,400  nstruction Subtotal 15% of Construction ction + Contingency	\$\$\$\$\$ \$\$ \$\$\$\$\$ \$\$	9,720,000 10,560,000 876,000 <b>21,156,000</b> 145,550,500 21,832,575 20,085,969 <b>187,469,044</b>
BRIDGES TOTAL STRUCTURE	Mainline - Interchange/RR Mainline - Stream/Creek Mainline - River Crossing Bridge Approaches  S CONSTRUCTION COST  Design and Construction Admi	\$75 /S.F. \$110 /S.F. \$15 /S.F. Contingency @ nistration @ 12% of Constru	nstruction Subtotal 15% of Construction ction + Contingency  padway + Structures ROW Subtotal	\$\$\$\$\$ \$\$ \$\$\$\$\$ \$\$	9,720,000 10,560,000 876,000 <b>21,156,000</b> 145,550,500 21,832,575 20,085,969 <b>187,469,044</b> 7,277,525 7,277,525
BRIDGES  TOTAL STRUCTURE  TOTAL CONSTRUC  RIGHT-OF-WAY	Mainline - Interchange/RR Mainline - Stream/Creek Mainline - River Crossing Bridge Approaches  S CONSTRUCTION COST  Design and Construction Admi	\$75 /S.F. \$110 /S.F. \$15 /S.F. Contingency @ nistration @ 12% of Constru	nstruction Subtotal 15% of Construction ction + Contingency  padway + Structures ROW Subtotal	\$\$\$\$\$ <b>\$</b> \$\$\$\$	9,720,000 10,560,000 876,000 21,156,000 145,550,500 21,832,575 20,085,969 187,469,044 7,277,525 7,277,525 1,091,629

\$10,585,849 Cost per Mile =

#### General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.

Minor State Hwy= 180 ft Major State Hwy= 350 ft.

Stream/Creek= 180 ft

**Preliminary Cost Estimate - Open Barrier System** 

(Four-Lane Divided Freeway on New Alignment & use of Existing Alignment in Mountain Home)

(Using 5 miles of existing highway upgraded to a Toll Facility through Mountain Home)

US 412 Corridor - Mountain Home to Salem

Corridor Length (miles):

Date: 1/2/01

36

ITEM	SUB-ITEMS	UNIT COST	QUANTITY		TOTAL COST
ROADWAY	4-Lane Divided Freeway				
(includes: grading, drainage,	Moutanious Terrain	\$7.5M /mile		\$	45,000,000
paving)	Rolling Terrain	\$5.5M /mile		\$	137,500,000
	Flat Terrain	\$3.5M /mile		\$	-
			Total	\$	182,500,000
MISCELLANEOUS					
112,000	Interchange (diamond/folded-diamond)	\$4.5M /Each	1	\$	4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	\$525,000 /Interchange		\$	-
	Mainline Toll Plaza	\$2.6M /Each	1	\$	2,600,000
	Lighting - Interchange	\$150,000 /Each	3	\$	450,000
	Signalization - Interchange(urban areas only)	\$187,500 /Each	3	\$	562,500
	Fencing - Mainline	\$3.50 /L.F.	382000	\$	1,337,000
	Erosion Control	2% of Gr., Dr., & Surf.		\$	3,650,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		\$	3,650,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		\$	3,650,000
	Utility Relocation	2% of Gr., Dr., & Surf.	Ĺ	\$	3,650,000
		•	Total	\$	24,049,500
TOTAL HOADWAY	CONSTRUCTION COST			\$	206,549,500
BRIDGES	Mainline - Interchange/RR	\$75 /S.F.	115,200	\$	8,640,000
1	Mainline - Stream/Creek	\$75 /S.F.			
ł		ສ/ວ /ວ.୮.	1 /2.0001	\$	5.400.000
	Mainline - River Crossing	\$110 /S.F.	200,000	\$ \$	5,400,000 22,000,000
	Mainline - River Crossing Bridge Approaches	*		-	
	Bridge Approaches	\$110 /S.F.	200,000	\$ \$	22,000,000 1,226,400
TOTAL STRUCTURE	•	\$110 /S.F.	200,000	\$	22,000,000
TOTAL STRUCTURE	Bridge Approaches	\$110 /S.F. \$15 /S.F.	200,000 81,760	\$ \$	22,000,000 1,226,400 37,266,400
TOTAL STRUCTURE	Bridge Approaches	\$110 /S.F. \$15 /S.F.	200,000 81,760 nstruction Subtotal	\$ \$ \$	22,000,000 1,226,400 <b>37,266,400</b> 243,815,900
TOTAL STRUCTURE	Bridge Approaches	\$110 /S.F. \$15 /S.F. Contingency @	200,000 81,760 81,760 nstruction Subtotal 15% of Construction	\$ \$	22,000,000 1,226,400 37,266,400
	Bridge Approaches  S CONSTRUCTION COST  Design and Construction Admi	\$110 /S.F. \$15 /S.F. Contingency @	200,000 81,760 81,760 nstruction Subtotal 15% of Construction	\$ \$ \$ \$	22,000,000 1,226,400 <b>37,266,400</b> 243,815,900 36,572,385
TOTAL STRUCTURE	Bridge Approaches  S CONSTRUCTION COST  Design and Construction Admi	\$110 /S.F. \$15 /S.F. Contingency @	200,000 81,760 81,760 nstruction Subtotal 15% of Construction	\$ \$ \$ \$	22,000,000 1,226,400 <b>37,266,400</b> 243,815,900 36,572,385
TOTAL CONSTRUC	Bridge Approaches  S CONSTRUCTION COST  Design and Construction Admi	\$110 /S.F. \$15 /S.F. Contingency @	200,000 81,760 81,760 nstruction Subtotal 15% of Construction	\$ \$ \$ \$ \$	22,000,000 1,226,400 37,266,400 243,815,900 36,572,385 33,646,594
	Bridge Approaches  S CONSTRUCTION COST  Design and Construction Admi	\$110 /S.F. \$15 /S.F. Contingency @ nistration @ 12% of Constru	200,000 81,760 81,760 nstruction Subtotal 15% of Construction ction + Contingency	\$ \$ \$ \$ \$ \$	22,000,000 1,226,400 37,266,400 243,815,900 36,572,385 33,646,594 314,034,879
TOTAL CONSTRUC	Bridge Approaches  S CONSTRUCTION COST  Design and Construction Admi	\$110 /S.F. \$15 /S.F. Contingency @	200,000 81,760 81,760 nstruction Subtotal 15% of Construction ction + Contingency	\$ \$ \$ \$ \$ \$ \$ \$ \$	22,000,000 1,226,400 37,266,400 243,815,900 36,572,385 33,646,594 314,034,879
TOTAL CONSTRUC	Bridge Approaches  S CONSTRUCTION COST  Design and Construction Admi	\$110 /S.F. \$15 /S.F. Contingency @ nistration @ 12% of Constru	200,000 81,760 81,760  nstruction Subtotal 15% of Construction ction + Contingency  adway + Structures ROW Subtotal	\$\$ \$ \$\$ \$\$ \$\$	22,000,000 1,226,400 37,266,400 243,815,900 36,572,385 33,646,594 314,034,879 12,190,795 12,190,795
TOTAL CONSTRUC	Bridge Approaches  S CONSTRUCTION COST  Design and Construction Admi	\$110 /S.F. \$15 /S.F. Contingency @ nistration @ 12% of Constru	200,000 81,760 81,760 nstruction Subtotal 15% of Construction ction + Contingency	\$\$ \$ \$\$ \$\$ \$\$	22,000,000 1,226,400 37,266,400 243,815,900 36,572,385 33,646,594 314,034,879
TOTAL CONSTRUC	Bridge Approaches  S CONSTRUCTION COST  Design and Construction Admi	\$110 /S.F. \$15 /S.F. Contingency @ nistration @ 12% of Constru	200,000 81,760 81,760  nstruction Subtotal 15% of Construction ction + Contingency  adway + Structures ROW Subtotal	\$\$ \$ \$\$ \$\$ \$\$	22,000,000 1,226,400 37,266,400 243,815,900 36,572,385 33,646,594 314,034,879 12,190,795 12,190,795
TOTAL CONSTRUC RIGHT-OF-WAY	Bridge Approaches  S CONSTRUCTION COST  Design and Construction Admi	\$110 /S.F. \$15 /S.F. Contingency @ nistration @ 12% of Constru	200,000 81,760 81,760  nstruction Subtotal 15% of Construction ction + Contingency  adway + Structures ROW Subtotal	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	22,000,000 1,226,400 37,266,400 243,815,900 36,572,385 33,646,594 314,034,879 12,190,795 12,190,795 1,828,619

ieneral	Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Cost per Mile =

\$9,112,619

Bridge Lengths (mainline over):

Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.

Approaches= 36.5 ft.

**Preliminary Cost Estimate - Open Barrier System** 

(Four-Lane Divided Freeway on New Alignment)

US 412 Corridor - Salem to Hardy

Corridor Length (miles):

Date: 1/2/01

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ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY	4-Lane Divided Freeway	! ;		
#	Moutanious Terrain	\$7.5M /mile	0	\$
(includes: grading, drainage, paving)	Rolling Terrain	\$5.5M /mile	26	\$ 143,000,000
. •	Flat Terrain	\$3.5M /mile	0	\$
			Total	\$ 143,000,000
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	\$4.5M /Each		\$ 9,000,000
	Ramp Toll Plaza (2 Plazas per interchange)	\$525,000 /Interchange		\$
	Mainline Toll Plaza	\$2.6M /Each		\$ 2,600,000
	Lighting - Interchange	\$150,000 /Each		\$ 300,000
	Signalization - Interchange(urban areas only)	\$187,500 /Each		\$ 375,000
	Fencing - Mainline	\$3.50 /L.F.		\$ 962,500
	Erosion Control	2% of Gr., Dr., & Surf.	1	\$ 2,860,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		\$ 2,860,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.	: I	\$ 2,860,000
	Utility Relocation	2% of Gr., Dr., & Surf.	i <u>L</u>	\$ 2,860,000
			Total	\$ 24,677,500
TOTAL ROADWAY	CONSTRUCTION COST			\$ 167,677,500
BRIDGES	Mainline - Interchange/RR	\$75 /S.F.	83,200	\$ 6,240,000
	Mainline - Stream/Creek	\$75 /S.F.		\$ 6,480,000
	Mainline - River Crossing	\$110 /S.F.	0	\$
	Bridge Approaches	\$15 /S.F.	58,400	\$ 876,000
OTAL STRUCTUR	ES CONSTRUCTION COST			\$ 13,596,000
		Cor	nstruction Subtotal	\$ 181,273,500
				\$ 27,191,02
	Design and Construction Admi		1	\$ 25,015,743
TOTAL CONSTRUC	TION COST			\$ 233,480,26
RIGHT-OF-WAY	i			
RIGHT-OF-WAY		Right-of-Way @ 5% of Bo	padway + Structures	\$ 9.063.67
RIGHT-OF-WAY		Right-of-Way @ 5% of Ro	l padway + Structures ROW Subtotal	
RIGHT-OF-WAY		Right-of-Way @ 5% of Ro		\$ 9,063,675
RIGHT-OF-WAY	VAY COST	Right-of-Way @ 5% of Ro	ROW Subtotal +15% Contingency	\$ 9,063,675

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Cost per Mile =

\$9,380,904

Bridge Lengths (mainline over):

Railroads= 250 ft. Minor State Hwy= 180 ft Major State Hwy= 350 ft.

Major State Hwy= 350 ft. Stream/Creek= 180 ft Rivers= 1000 ft. Approaches= 36.5 ft.

#### **Preliminary Cost Estimate - Open Barrier System**

(Four-Lane Divided Freeway on New Alignment)

Date:	1/2/01

JS 412 Corridor	- Hardy to Hoxie	Corr	idor Length (miles):	35
ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY	4-Lane Divided Freeway			
HOADWAT	Moutanious Terrain	\$7.5M /mile	11 \$	82,500,000
includes: grading, drainage,	Rolling Terrain	\$5.5M /mile	21 \$	115,500,000
paving)	Flat Terrain	\$3.5M /mile	3 \$	10,500,000
	That Torrain	7	Total \$	208,500,000
MISCELLANEOUS ITEMS				
HEWIS	Interchange (diamond/folded-diamond)	\$4.5M /Each	2 \$	9,000,000
	Ramp Toll Plaza (2 Plazas per interchange)	\$525,000 /Interchange	s	
	Mainline Toll Plaza	\$2.6M /Each	0 \$	_
	Lighting - Interchange	\$150,000 /Each	1 \$	150,000
	Signalization - Interchange(urban areas only)	\$187,500 /Each		-
	Fencing - Mainline	\$3.50 /L.F.	370000 \$	1,295,000
	Erosion Control	2% of Gr., Dr., & Surf.	\$	4,170,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.	Š	4,170,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.	s	4,170,000
	Utility Relocation	2% of Gr., Dr., & Surf.	s	4,170,000
	Othing Relocation	2 % Of GI., DI., & Suii.	Total \$	27,125,000
			Total \$	27,125,000
OTAL ROADWAY	ONSTRUCTION COST		S	235,625,000
BRIDGES	Mainline - Interchange/RR	\$75 /S.F.	117,600 \$	8,820,000
Billbaco	Mainline - Stream/Creek	\$75 /S.F.	43,200 \$	3,240,000
	Mainline - River Crossing	\$110 /S.F.	0 \$	-
	Bridge Approaches	\$15 /S.F.	58,400 \$	876,000
OTAL STRUCTURI	S CONSTRUCTION COST		s	12,936,000
<u> </u>				<del></del>
			struction Subtotal \$	248,561,000
		Contingency @ 1	15% of Construction \$	37,284,150
	Design and Construction Admi	nistration @ 12% of Construc	ction + Contingency   \$	34,301,418
OTAL CONSTRUC	TION COST		\$	320,146,568
RIGHT-OF-WAY				
		Right-of-Way @ 5% of Ro	adway + Structures \$	12,428,050
		,	ROW Subtotal \$	12,428,050
			+15% Contingency \$	1,864,208
	<u>l</u>			
OTAL RIGHT-OF-W	/AY COST		S	14,292,258

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Cost per Mile =

\$9,555,395

Bridge Lengths (mainline over):

Railroads= 250 ft.

Minor State Hwy= 180 ft Major State Hwy= 350 ft. Stream/Creek= 180 ft

Rivers= 1000 ft.

Approaches= 36.5 ft.

# **Preliminary Cost Estimate - Open Barrier System**

(Four-Lane Divided Freeway on New Alignment)

#### **US 412 Corridor - Hoxie to Paragould**

Corridor Length (miles):

Date: 1/2/01

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY	4-Lane Divided Freeway			
(includes: grading, drainage,	Moutanious Terrain	\$7.5M /mile	0	\$
paving)	Rolling Terrain	\$5.5M /mile	6	\$ 33,000,000
	Flat Terrain	\$3.5M /mile	22	
			Total	\$ 110,000,000
MISCELLANEOUS				
ITEMS				
TIEMIS	Interchange (diamond/folded-diamond)	\$4.5M /Each	2	\$ 9,000,000
	Ramp Toll Plaza (2 Plazas per interchange)	\$525,000 /Interchange	-	\$ 0,000,000
	Mainline Toll Plaza	\$2.6M /Each	1	\$ 2,600,000
	Lighting - Interchange	\$150,000 /Each	2	\$ 300,000
	Signalization - Interchange(urban areas only)	\$187,500 /Each	2	\$ 375,000
	Fencing - Mainline	\$3.50 /L.F.	300000	\$ 1,050,000
	Erosion Control	2% of Gr., Dr., & Surf.		\$ 2,200,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		\$ 2,200,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		\$ 2,200,000
	Utility Relocation	2% of Gr., Dr., & Surf.		\$ 2,200,000
			Total	\$ 22,125,000
			<u> </u>	
TOTAL ROADWAY	CONSTRUCTION COST			\$ 132,125,000
BRIDGES	Mainline - Interchange/RR	\$75 /S.F.	106,400	\$ 7,980,000
BRIDGES	Mainline - Stream/Creek	\$75 /S.F.	72,000	
	Mainline - River Crossing	\$110 /S.F.	72,000	\$ 0,400,000
	Bridge Approaches	\$15 /S.F.	70,080	7
		, , , , , , , , , , , , , , , , , , , ,		,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,
TOTAL STRUCTUR	ES CONSTRUCTION COST			\$ 14,431,200
			nstruction Subtotal	
		<b>.</b> ,	15% of Construction	
	Design and Construction Adm	inistration @ 12% of Constru	action + Contingency	\$ 20,224,756
TOTAL CONSTRUC	TION COOT			\$ 188.764.386
TOTAL CONSTRUC		<u> </u>	<u>                                     </u>	\$ 188,764,386
RIGHT-OF-WAY				
AIGITI-UP-WAT		Right-of-Way @ 5% of R	   nadway + Structures	\$ 7,327,810
		1.119/11 01 1144 9 0 7/8 01 11	ROW Subtotal	
			+15% Contingency	
TOTAL RIGHT-OF-V	VAY COST			\$ 8,426,982
CARLLES TARREST				Th 407 404 605
GRAND TOTAL				\$ 197,191,367
			Cost per Mile =	\$7,042,54
			Cost per Mile =	1 97,042,34

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

#### **Preliminary Cost Estimate - Open Barrier System**

(Four-Lane Divided Freeway on New Alignment)

#### US 412 Corridor - Paragould to Missouri State Line

Corridor Length (miles):

Date:

1/2/01

US 412 Corridor	- Paragould to Missouri State Line	Cor	ridor Length (miles):	10
ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY	4-Lane Divided Freeway			
	Moutanious Terrain	\$7.5M /mile	0	s -
(includes: grading, drainage, paving)	Rolling Terrain	\$5.5M /mile	- ŏ	
paving)	Flat Terrain	\$3.5M /mile	10	*
			Total	
MISCELLANEOUS				
ITEMS			1	
II ENIS	Interchange (diamond/folded-diamond)	\$4.5M /Each	0	\$ -
	Ramp Toll Plaza (2 Plazas per interchange)	\$525,000 /Interchange	0	\$ -
	Mainline Toll Plaza	\$25,000 /interchange	0	T
	Lighting - Interchange	· · · · · · · · · · · · · · · · · · ·	0	\$ -
	Signalization - Interchange(urban areas only)		0	*
	1 • • • • • • • • • • • • • • • • • • •	,,	106000	*
	Fencing - Mainline		100000	1 .
	Erosion Control	2% of Gr., Dr., & Surf.		
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		\$ 700,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		\$ 700,000
	Utility Relocation	2% of Gr., Dr., & Surf.		\$ 700,000
			Total	\$ 3,171,000
TOTAL ROADWAY	CONSTRUCTION COST	1		\$ 38,171,000
BRIDGES	Mainline - Interchange/RR	\$75 /S.F.	28,800	
	Mainline - Stream/Creek	\$75 /S.F.	43,200	
]	Mainline - River Crossing	\$110 /S.F.	120,000	
	Bridge Approaches	\$15 /S.F.	35,040	\$ 525,600
TOTAL STRUCTUR	ES CONSTRUCTION COST			\$ 19,125,600
		<u>na na na na manana na n</u>	<u></u>	
		Co	nstruction Subtotal	\$ 57,296,600
		Contingency @	15% of Construction	\$ 8,594,490
	Design and Construction Admi	nistration @ 12% of Constru	ction + Contingency	\$ 7,906,931
	•		• ,	
TOTAL CONSTRUC	TION COST			\$ 73,798,021
RIGHT-OF-WAY				
		Right-of-Way @ 5% of Re		
			ROW Subtotal	
			+15% Contingency	\$ 429,725
TOTAL RIGHT-OF-V	VAY COST	<u> </u>		\$ 3,294,555
		<u></u>		,,

Cost per Mile =	\$7,709,	25

77,092,575

#### General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

Railroads= 250 ft.

Minor State Hwy= 180 ft

Major State Hwy= 350 ft.

Stream/Creek= 180 ft

U.S. 63 (closed system)

		EstimatePr			Diamond	Main Toll Plaza						
Section	Location Description	oject Length (miles)	EA/EIS Status	Roadway Characteristics	interchanges with Ramp Toll Plazas	with Closed/Open	Turnpike Over Bridges (T.P.O.)	Year	Construction + Right-of-Way	Design & Admin. Fees	Total ¹ Cost (\$M)	Cost per Mile
1	SH 91 to US 49 (Jonesboro) Beginning at State Highway 91 extending southeast along the existing four lane divided highway to the at grade intersection with Washington St., then extending southeast to the existing partial cloverleaf interchange at SH 226, then extending southeast to the existing diamond interchange at US 49.	4.7	N/A	Divided - Controlled Access Upgrade Interchanges		1		2001	<b>\$</b> 15,737,750	\$1,642,200	<b>\$</b> 17,379,950	\$3,697,862
2	US 49 to SH 463 (Jonesboro) Beginning at the interchange of US 49 extending along the existing four lane divided highway to the existing diamond interchange at SH 1B, then extending east to the partial diamond interchange at Caraway Road, then extending east to the partial diamond interchange at SH 1/Stadium Drive, then extending east to the partial diamond interchange at SH 463.	4.7	N/A	Divided - Controlled Access Upgrade Existing Ramps				2001	\$0	\$0	\$0	\$0
3	SH 463 (Jonesboro) to SH 14 (Payneway) Beginning at the interchange of SH 463 extending southeast along the existing four lane divided highway to the existing diamond interchange at SH 18, then extending southeast to the existing interchange with SH 463, then extending south to the existing interchange with SH 69, then existing southeast to the existing interchange with SH 463, then extending south to the existing interchange with SH 14 at Payneway.	20	N/A	Divided - Controlled Access Upgrade Existing Ramps	2	1		2001	<b>\$4,827,125</b>	\$503,700	\$5,330,825	\$266,541
4	SH 14 (Payneway) to Marked Tree Bypass Beginning at the existing interchange with SH 14 extending southeast to the existing diamond interchange at US 63B in Marked Tree, then extending southeast to the at-grade intersection at SH 149 / SH 308, then extending east approximately 0.25 miles.	5.5	EA Complete 31-Aug-00	Divided - Controlled Access Upgrade Interchanges Add Frontage Roads	1			2001	\$12,328,610	\$1,286,464	\$13,615,073	<b>\$2,475,468</b>
5	Marked Tree Bypass to Tyronza River Beginning approximately 0.25 miles east of SH 149 / SH 308, then extending southeast to the Tyronza River.	1	EA Complete 31-Aug-00	Divided - Controlled Access Upgrade Interchanges Add Frontage Roads			2	2001	\$5,291,058	<b>\$</b> 552,110	\$5,843,168	\$5,843,168
6	Tyronza River to Ditch No. 4 Beginning at the Tyronza River, then extending southeast to the at-grade intersection with SH 118, then extending southeast approximately 0.25 miles.	2.7	EA Complete 31-Aug-00	Divided - Controlled Access Upgrade Interchanges Add Frontage Roads		1		2001	\$13,092,751	\$1,366,200	\$14,458,951	<b>\$</b> 5,355,167
7	Ditch No. 4 to Dead Timber Creek Beginning approximately 0.25 miles southeast of SH 118, then extending southeast to the at grade intersection at SH 135, then extending southeast to Dead Timber Creek	3.7	EA Complete 31-Aug-00	Divided - Controlled Access Upgrade Interchanges Add Frontage Roads	1		4	2001	\$16,828,811	\$1,756,050	\$18,584,860	\$5,022,935
8	Dead Timber Creek to Interstate 55 Beginning at Dead Timber Creek, then extending southeast to the existing at-grade intersection at Gilmore, then extending southeast to the existing interchange at Interstate 55.	4.1	EA Complete 31-Aug-00	Divided - Controlled Access Upgrade Interchanges Add Frontage Roads		1		2001	\$30,682,001	\$3,201,600	\$33,883,601	\$8,264,293

¹ Cost = Construction + right-of-way + 12% for Design & Administration

\$98,788,105 \$10,308,324 \$109,096,429

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Conversion to Freeway)

#### US 63 Corridor - Dead Timber Creek to Interstate 55 - Section 8

Corridor Length (miles): 4.1

Date: 1/18/01

BRIDGES   Mainline - Interchange/RR/Stream/Creek   \$75   /S.F.   0   \$       Mainline - River Crossing   \$110   /S.F.   0   \$       Bridge Approaches   \$15   /S.F.   0   \$       OTAL STRUCTURES CONSTRUCTION COST   \$       Construction Subtotal   Contingency @ 15% of Construction   \$   3,480,000     Design and Construction Administration @ 12% of Construction + Contingency   \$   3,201,600     OTAL CONSTRUCTION COST   \$   29,881,601     RIGHT-OF-WAY   Right-of-Way @ 15% of Roadway + Structures   \$   3,480,000     RIGHT-OF-WAY COST   \$   3,480,000     COTAL RIGHT-OF-WAY COST   \$   4,002,000     OTAL RIGHT	ITEM	Sub-Items	UNIT COST	QUANTITY	Ŧ	OTAL COST
Moultanious Terrain   \$2.4M /mile   0   \$   \$   \$   \$   \$   \$   \$   \$   \$						
Moutanious Terrain   \$2.4M /mile   0   \$   \$   \$   \$   \$   \$   \$   \$   \$	ROADWAY	4-Lane Divided Freeway				
Holling lerrain   S2.0M /mile   5.79   \$ 9,264,000		1	\$2.4M /mile	0	\$	
Fiat Terrain   \$1.6M /mile   5.79   \$ 9,264,000		Rolling Terrain	\$2.0M /mile	0	\$	-
Interchange (diamond/lolded-diamond)   S4.5M   /Each   2   5   9,000,000	,=		\$1.6M /mile	5.79	\$	9,264,000
Interchange (diamond/folded-diamond)				Total	\$	9,264,000
Interchange (diamond/folded-diamond)						
Ramp Toll Plaza (2 Plazas per interchange)   \$525,000 /Interchange   \$2,6M	ITEMS				_	
Mainline Toll Plaza   \$2.6M   /Each   1   \$2,800,000		• •	•			9,000,000
Lighting - Interchange   \$150,000   /Each   2   \$   300,000		, , ,				
Signalization - Interchange(urban areas only)   \$187,500   / Each   0   \$   \$   183,200   \$   \$   \$   \$   \$   \$   \$   \$   \$			•			
Fencing - Mainline						300,000
Erosion Control   2% of Gr., Dr., & Surf.   \$ 185,28     Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$ 185,28     Maintenance of Traffic   6% of Gr., Dr., & Surf.   \$ 185,26     Utility Relocation   10% of Gr., Dr., & Surf.   \$ 926,400     Total   \$ 13,936,001     Total   \$ 13,936,001     Total   \$ 13,936,001     BRIDGES   Mainline - Interchange/RR/Stream/Creek   \$75   /S.F.   0 \$     Mainline - River Crossing   \$110   /S.F.   0 \$     Bridge Approaches   \$15   /S.F.   0 \$     Construction Subtotal   \$ 23,200,001     Contingency @ 15% of Construction   \$ 23,200,001     Contingency @ 15% of Construction   \$ 23,200,001     Contingency @ 15% of Construction   \$ 3,480,000     Contact CONSTRUCTION COST   \$ 29,881,601     Contact CONSTRUCTION COST   \$ 3,480,000     Contact Right-of-Way @ 15% of Roadway + Structures   \$ 3,480,000     Contact Right-of-Way @ 15% of Roadway + Structures   \$ 3,480,000     Contact Right-of-Way COST   \$ 4,002,000     Contact Right-of-Way COST   \$ 4,002,000     Contact Right-of-Way COST   \$ 33,883,600     Contact			1			
Signing & Paving Markings   2% of Gr., Dr., & Surf.   5   185,26   5   555,844   5   555,844   5   555,844   5   555,844   5   526,844   5   526,844   5   526,840   5   526,840   5   526,840   5   526,840   5   526,840   5   526,840   5   526,840   5   526,840   5   526,840   5   526,840   5   526,840   5   526,840   5   526,840   5   526,840   5   526,840   5   526,840   5   5   5   5   5   5   5   5   5		1	•	52343		
Maintenance of Traffic Utility Relocation						7400
Utility Relocation						•
Total   \$ 13,936,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001     \$ 23,200,001						
State   Construction   Cost   State   Construction   State   Const		Utility Relocation	10% of Gr., Dr., & Surf.			
BRIDGES   Mainline - Interchange/RR/Stream/Creek   \$75   /S.F.   0   \$   \$   \$   \$   \$   \$   \$   \$   \$				Total	\$	13,936,001
Mainline - River Crossing   \$110   /S.F.   0   \$	OTAL ROADWAY	CONSTRUCTION COST			\$	23,200,001
Mainline - River Crossing   \$110   /S.F.   0   \$	BRIDGES	Mainline - Interchange/RR/Stream/Creek	\$75 /S.F.	0	\$	
Bridge Approaches		-	\$110 /S.F.			
Construction Subtotal Contingency @ 15% of Construction   \$ 23,200,001	,					-
Contingency @ 15% of Construction \$ 3,480,000 \$ 3,201,600 \$ 3,201,600 \$ \$ 29,881,601 \$ \$ 29,881,601 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,000 \$ \$ 3,480,00	OTAL STRUCTUR	ES CONSTRUCTION COST			\$	
Contingency @ 15% of Construction \$ 3,480,000 \$ 3,201,600  COTAL CONSTRUCTION COST \$ 29,881,601  RIGHT-OF-WAY  Right-of-Way @ 15% of Roadway + Structures ROW Subtotal +15% Contingency \$ 3,480,000 \$ 522,000  COTAL RIGHT-OF-WAY COST \$ 4,002,000			c	Construction Subtotal	s	23 200 001
Design and Construction Administration @ 12% of Construction + Contingency \$ 3,201,600  OTAL CONSTRUCTION COST \$ 29,881,601  RIGHT-OF-WAY  Right-of-Way @ 15% of Roadway + Structures # 3,480,000  ### Right-OF-Way COST # 4,002,000  OTAL RIGHT-OF-WAY COST # 4,002,000  #### RAND TOTAL #### Structures # 3,480,000  \$ 3,201,600						
RIGHT-OF-WAY  Right-of-Way @ 15% of Roadway + Structures \$ 3,480,000 \$ 3,480,000 \$ 522,000  OTAL RIGHT-OF-WAY COST  \$ 4,002,000		Design and Construction Ad				
Right-of-Way © 15% of Roadway + Structures \$ 3,480,000 \$ 3,480,000 \$ 3,480,000 \$ 522,000 \$ 522,000 \$ \$ 4,002,000 \$ \$ 33,883,601	OTAL CONSTRUC	TION COST			\$	29,881,601
Right-of-Way @ 15% of Roadway + Structures \$ 3,480,000 \$ 3,480,000 \$ 522,000  OTAL RIGHT-OF-WAY COST. \$ 4,002,000  RAND TOTAL STATE	RIGHT-OF-WAY					
ROW Subtotal   \$ 3,480,000   \$ 522,000			Right-of-Way @ 15% of	Roadway + Structures	\$	3,480.000
+15% Contingency \$ 522,000 OTAL RIGHT-OF-WAY COST \$ 4,002,000  FRAND TOTAL \$ 33,883,60						
\$ 33,883,601				<u> </u>		
	OTAL RIGHT-OF-V	VAY COST			\$	4,002,000
Cost agricultural	RAND TOTAL				\$	33,883,601
	• • <u>• • • • • • • • • • • • • • • • • </u>					

#### General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Conversion to Freeway)

#### US 63 Corridor - Ditch No. 4 to Dead Timber Creek - Section 7

Corridor Length (miles): 3.7

Date: 1/18/01

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	₹(	OTAL COST
ROADWAY	4-Lane Divided Freeway				
	Moutanious Terrain	\$2.4M /mile	0	\$	
includes: grading, drainage, paving)	Rolling Terrain	\$2.0M /mile	0	\$	
	Flat Terrain	\$1.6M /mile	2.49	\$	3,984,000
			Total	\$	3,984,000
MISCELLANEOUS					
ITEMS					
	Interchange (diamond/folded-diamond)	\$4.5M /Each	1	\$	4,500,00
	Ramp Toll Plaza (2 Plazas per interchange)	\$525,000 /Interchange	1	\$	525,00
	Mainline Toll Plaza	\$2.6M /Each	0	\$	
	Lighting - Interchange	\$150,000 /Each	1	\$	150,000
	Signalization - Interchange(urban areas only)	\$187,500 /Each	0	\$	
	Fencing - Mainline	\$3.50 /L.F.	19771	\$	69,199
	Erosion Control	2% of Gr., Dr., & Surf.		\$	79,680
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		\$	79,680
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		\$	239,040
	Utility Relocation	10% of Gr., Dr., & Surf.		\$	398,400
			Total	\$	6,040,99
OTAL ROADWAY	CONSTRUCTION COST			\$	10,024,99
BRIDGES	Mainline - Interchange/RR/Stream/Creek	\$75 /S.F.	33,664	\$	2,524,80
2.112.0	Mainline - River Crossing	\$110 /S.F.	0	\$	_,-,-
	Bridge Approaches	\$15 /S.F.	11,680	\$	175,200
OTAL STRUCTUR	ES CONSTRUCTION COST			\$	2,700,00
		(	Construction Subtotal	\$	12,724,999
			@ 15% of Construction		1,908,750
			C 1070 07 0011011011011	_	
	Design and Construction Ad	dministration @ 12% of Cons	struction + Contingency	\$	1,756,050
OTAL CONSTRUC			struction + Contingency	\$ \$	
			struction + Contingency	·	
OTAL CONSTRUC		dministration @ 12% of Cons		\$	16,389,79
***************************************			Roadway + Structures	<b>\$</b>	<b>16,389,79</b> 1,908,75
***************************************		dministration @ 12% of Cons	Roadway + Structures ROW Subtotal	<b>\$</b>	1,908,75 1,908,75
RIGHT-OF-WAY	TION COST	dministration @ 12% of Cons	Roadway + Structures	<b>\$</b>	1,908,75 1,908,75 1,908,75 286,31
RIGHT-OF-WAY	TION COST	dministration @ 12% of Cons	Roadway + Structures ROW Subtotal	<b>\$</b>	1,756,050 16,389,790 1,908,750 1,908,750 286,312 2,195,062
	TION COST	dministration @ 12% of Cons	Roadway + Structures ROW Subtotal	<b>\$</b>	1,908,756 1,908,756 286,312

#### General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

**Preliminary Cost Estimate - Closed Barrier System** 

(Four-Lane Divided Conversion to Freeway)

#### US 63 Corridor - Tyronza River to Ditch No. 4 - Section 6

Corridor Length (miles):

2.7

Date: 1/18/01

	SUB-ITEMS	UNIT COST	QUANTITY	ŧο	TAL COST
ITEM		The state of the contract of the state of th	WOAKINS	111111111111111111111111111111111111111	(AC LUG I
DOADWAY	A1 81-14-4 5				
ROADWAY	4-Lane Divided Freeway	00.444 (-7)			
(includes: grading, drainage,	Moutanious Terrain Rolling Terrain	\$2.4M /mile \$2.0M /mile	0	\$ \$	
paving)	Flat Terrain	\$2.0M /mile \$1.6M /mile	1.36	*	2,176,00
	nat remain	\$1.0W /////	Total		2,176,00
			10.0.	<u> </u>	2,170,00
MISCELLANEOUS					
ITEMS					
	Interchange (diamond/folded-diamond)	\$4.5M /Each	1	\$	4,500,00
	Ramp Toll Plaza (2 Plazas per interchange)	\$525,000 /Interchange	0	\$	
	Mainline Toll Plaza	\$2.6M /Each	1	\$	2,600,00
	Lighting - Interchange	\$150,000 /Each	1	\$	150,00
	Signalization - Interchange(urban areas only)	\$187,500 /Each	0	\$	
	Fencing - Mainline	\$3.50 /L.F.	11086	\$	38,80
	Erosion Control	2% of Gr., Dr., & Surf.		\$	43,52
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		\$	43,52
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		\$	130,56
	Utility Relocation	10% of Gr., Dr., & Surf.		\$	217,60
			Total	\$	7,724,00
OTAL ROADWAY	CONSTRUCTION COST			s	9,900,00
······································	T				
BRIDGES	Mainline - Interchange/RR/Stream/Creek	\$75 /S.F.	0	\$	
	Mainline - River Crossing	\$110 /S.F.	0	\$	
	Bridge Approaches	\$15 /S.F.	0		
	1	1 4.0		\$	
ATAL ETOLICTURE				,	
OTAL STRUCTURE	S CONSTRUCTION COST		ļ	\$	
OTAL STRUCTURE	S CONSTRUCTION COST			\$	9 900 00
OTAL STRUCTURE	S CONSTRUCTION COST		Construction Subtotal	<b>\$</b>	9,900,00
CTAL STRUCTURE		Contingency	Construction Subtotal @ 15% of Construction	<b>\$</b>	1,485,00
OTAL STRUCTURE			Construction Subtotal @ 15% of Construction	<b>\$</b>	
	Design and Construction A	Contingency	Construction Subtotal @ 15% of Construction	<b>\$</b>	1,485,00 1,366,20
	Design and Construction A	Contingency	Construction Subtotal @ 15% of Construction	<b>\$</b>	1,485,00 1,366,20
	Design and Construction A	Contingency	Construction Subtotal @ 15% of Construction	<b>\$</b>	1,485,00 1,366,20
OTAL CONSTRUC	Design and Construction A	Contingency	Construction Subtotal  © 15% of Construction struction + Contingency	\$ \$ \$ \$	1,485,00 1,366,20 12,751,20
OTAL CONSTRUC	Design and Construction A	Contingency	Construction Subtotal @ 15% of Construction struction + Contingency  Roadway + Structures ROW Subtotal	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	1,485,00 1,366,20 12,751,20 1,485,00 1,485,00
OTAL CONSTRUC	Design and Construction A	Contingency	Construction Subtotal @ 15% of Construction struction + Contingency  Roadway + Structures	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	1,485,00 1,366,20 12,751,20 1,485,00 1,485,00
OTAL CONSTRUC RIGHT-OF-WAY	Design and Construction A	Contingency	Construction Subtotal @ 15% of Construction struction + Contingency  Roadway + Structures ROW Subtotal	<b>\$</b> \$ \$ \$ \$ \$ \$	1,485,00 1,366,20 12,751,20 1,485,00 1,485,00 222,75
OTAL CONSTRUC RIGHT-OF-WAY OTAL RIGHT-OF-W	Design and Construction A	Contingency	Construction Subtotal @ 15% of Construction struction + Contingency  Roadway + Structures ROW Subtotal	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	1,485,00 1,366,20 12,751,20 1,485,00 1,485,00 222,75
OTAL CONSTRUC	Design and Construction A	Contingency	Construction Subtotal @ 15% of Construction struction + Contingency  Roadway + Structures ROW Subtotal	<b>\$</b> \$ \$ \$ \$ \$ \$	1,485,00

#### General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):
Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Conversion to Freeway)

US 63 Corridor - Marked Tree Bypass to Tyronza River - Section 5

Corridor Length (miles): __

Date: 1/18/01

ITEM	Sub-Items	UNIT COST	QUANTITY	*	OTAL COST
ROADWAY	4-Lane Divided Freeway				
(includes anding designed	Moutanious Terrain	\$2.4M /mile	0	\$	
(includes: grading, drainage, paving)	Rolling Terrain	\$2.0M /mile	0	\$	
	Flat Terrain	\$1.6M /mile	0.99		1,584,000
			Total	\$	1,584,000
MISCELLANEOUS ITEMS			3		
II LING	Interchange (diamond/folded-diamond)	\$4.5M /Each	0	\$	
	Ramp Toll Plaza (2 Plazas per interchange)	\$525,000 /Interchange	0	\$	
	Mainline Toll Plaza	\$2.6M /Each	0	\$	
	Lighting - Interchange	\$150,000 /Each	0	\$	
	Signalization - Interchange(urban areas only)	\$187,500 /Each	0	\$	
	Fencing - Mainline	\$3.50 /L.F.	0	\$	
	Erosion Control	2% of Gr., Dr., & Surf.		\$	31,680
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		\$	31,680
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		\$	95,04
	Utility Relocation	10% of Gr., Dr., & Surf.		\$	158,400
			Total	\$	316,800
OTAL ROADWAY	ONSTRUCTION COST			\$	1,900,800
BRIDGES	Mainline - Interchange/RR/Stream/Creek	\$75 /S.F.	13,324	\$	999,300
	Mainline - River Crossing	\$110 /S.F.	9,210	\$	1,013,100
	Bridge Approaches	\$15 /S.F.	5,840	\$	87,600
OTAL STRUCTURE	S CONSTRUCTION COST			\$	2,100,00
		c	Construction Subtotal	\$	4,000,800
		Contingency (	@ 15% of Construction	\$	600,120
	Design and Construction A	dministration @ 12% of Cons	truction + Contingency	\$	552,110
OTAL CONSTRUC	<u> </u>	dministration @ 12% of Cons	truction + Contingency	\$	
OTAL CONSTRUC	<u> </u>	dministration @ 12% of Cons	truction + Contingency		
	<u> </u>	dministration @ 12% of Cons		\$	5,153,03
	<u> </u>			\$	<b>5,153,03</b>
	<u> </u>		Roadway + Structures	<b>\$</b>	<b>5,153,03</b> 600,12 600,12
OTAL CONSTRUC RIGHT-OF-WAY OTAL RIGHT-OF-V	TION COST		Roadway + Structures ROW Subtotal	<b>\$</b>	552,110 5,153,030 600,120 600,120 90,018 690,138
RIGHT-OF-WAY	TION COST		Roadway + Structures ROW Subtotal	<b>\$</b> \$ \$ \$	5,153,030 600,120 600,120 90,018

#### General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Conversion to Freeway)

US 63 Corridor - SH 14 (Payneway) to Marked Tree Bypass - Section 4

Corridor Length (miles): 5.5

Date: 1/18/01

	Sub-Items	UNITECO	<b>s</b> t	QUANTITY	1	OTAL COST
DOADWAY	A Long Divided Engage					
ROADWAY	4-Lane Divided Freeway	60.414	/il-	0	•	
includes: grading, drainage,	Moutanious Terrain	\$2.4M	/mile		\$	
paving)	Rolling Terrain	\$2.0M	/mile /mile	0	\$	0.456.00
	Flat Terrain	\$1.6M	/mile	2.16		3,456,000
				Total	•	3,456,000
MISCELLANEOUS						
ITEMS						
	Interchange (diamond/folded-diamond)	\$4.5M	/Each	1	\$	4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	\$525,000 /Inte	erchange	1	\$	525,000
	Mainline Toli Plaza	\$2.6M	/Each	0	\$	
	Lighting - Interchange	\$150,000	/Each	1	\$	150,000
	Signalization - Interchange(urban areas only)	\$187,500	/Each	0	\$	
	Fencing - Mainline	\$3.50	/L.F.	0	\$	
	Erosion Control	2% of Gr., Dr.	., & Surf.		\$	69,120
	Signing & Paving Markings	2% of Gr., Dr.	., & Surf.		\$	69,120
	Maintenance of Traffic	6% of Gr., Dr.			\$	207,360
	Utility Relocation	10% of Gr., Di			\$	345,600
		ŕ	,	Total	\$	5,866,200
QTAL BOADWAY	CONSTRUCTION COST				S	9,322,200
			-1-1-1-1-1-1-1-1-1-1-		-	
BRIDGES	Mainline - Interchange/RR/Stream/Creek	<b>\$7</b> 5	/S.F.	0	\$	
	Mainline - River Crossing	\$110	/S.F.	0	\$	
	Bridge Approaches	\$15	/S.F.	0	\$	•
OTAL STRUCTUR	ES CONSTRUCTION COST					
					\$	
			*1*1*1*1*1*1*1*1			
				construction Subtotal	\$	
			ontingency (	9 15% of Construction	\$ \$	9,322,200 1,398,330
	Design and Construction A		ontingency (	9 15% of Construction	\$	
	-		ontingency (	9 15% of Construction	\$ \$ \$	1,398,330 1,286,464
OTAL CONSTRUC	-		ontingency (	9 15% of Construction	\$ \$	1,398,330 1,286,464
OTAL CONSTRUC	-		ontingency (	9 15% of Construction	\$ \$ \$	1,398,330 1,286,46
	-	dministration @ 1	ontingency ( 2% of Cons	9 15% of Construction truction + Contingency	\$ \$ \$	1,398,336 1,286,464 <b>12,006,99</b> 4
	-	dministration @ 1	ontingency ( 2% of Cons	9 15% of Construction	\$ \$ \$ \$ \$ \$	1,398,330 1,286,464 <b>12,006,99</b> 4 1,398,330
GTAL CONSTRUC RIGHT-OF-WAY	-	dministration @ 1	ontingency ( 2% of Cons	9 15% of Construction truction + Contingency  Roadway + Structures  ROW Subtotal	\$ \$ \$ \$ \$ \$	1,398,330 1,286,464 12,006,994 1,398,330 1,398,330
RIGHT-OF-WAY	TION COST	dministration @ 1	ontingency ( 2% of Cons	9 15% of Construction truction + Contingency	\$ \$ \$ \$ \$ \$	1,398,330 1,286,464 12,006,994 1,398,330 1,398,330
	TION COST	dministration @ 1	ontingency ( 2% of Cons	9 15% of Construction truction + Contingency  Roadway + Structures  ROW Subtotal	\$ \$ \$ \$ \$ \$	1,398,330
RIGHT-OF-WAY	TION COST	dministration @ 1	ontingency ( 2% of Cons	9 15% of Construction truction + Contingency  Roadway + Structures  ROW Subtotal	\$ \$ \$ \$ \$ \$ \$ \$	1,398,330 1,286,464 12,006,994 1,398,330 1,398,330 209,750

#### General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

**Preliminary Cost Estimate - Closed Barrier System** 

(Four-Lane Divided Conversion to Freeway)

US 63 Corridor - SH 463 (Jonesboro) to SH 14 (Payneway) - Section 3

Corridor Length (miles): 20

Date: 1/18/01

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY	4-Lane Divided Freeway			
(i	Moutanious Terrain	\$2.4M /mile	0	\$ -
(includes: grading, drainage, paving)	Rolling Terrain	\$2.0M /mile	0	\$ -
	Flat Terrain	\$1.6M /mile	0	<u> </u>
			Total	\$ -
MISCELLANEOUS ITEMS				
	Interchange (diamond/folded-diamond)	\$4.5M /Each	0	s -
	Ramp Toll Plaza (2 Plazas per interchange)	\$525,000 /Interchange	2	\$ 1,050,000
	Mainline Toll Plaza	\$2.6M /Each	1	\$ 2,600,000
	Lighting - Interchange	\$150,000 /Each	0	\$ -
	Signalization - Interchange(urban areas only)	\$187,500 /Each	0	1 *
	Fencing - Mainline	\$3.50 /L.F.	0	1 *
	Erosion Control	2% of Gr., Dr., & Surf.		\$ -
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		-
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		\$ -     \$ -
	Utility Relocation	10% of Gr., Dr., & Surf.	Total	
			Total	\$ 3,050,000
TOTAL ROADWAY	CONSTRUCTION COST			\$ 3,650,000
BRIDGES	Mainline - Interchange/RR/Stream/Creek	\$75 /S.F.	0	
	Mainline - River Crossing	\$110 /S.F.	0	T .
	Bridge Approaches	\$15 /S.F.	0	\$ -
TOTAL STRUCTURE	S CONSTRUCTION COST	 	l	\$ -
			Construction Subtotal	
			2 15% of Construction	
	Design and Construction A	dministration @ 12% of Cons	truction + Contingency	\$ 503,700
TOTAL CONSTRUC	TION COST			\$ 4,701,200
TOTAL CONSTRUC		::::::::::::::::::::::::::::::::::::::	T	4,701,200
RIGHT-OF-WAY				
		Right-of-Way @ 15% of	Roadway + Structures	\$ 547,500
		,	ROW Subtotal	
			+15% Contingency	\$ 82,125
TOTAL BROUP OF	 			6 600 607
TOTAL RIGHT-OF-V				\$ 629,625
GRAND TOTAL				\$ 5,330,825
			Cost per Mile =	\$266,541

#### General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over): Railroads= 250 ft.

Minor State Hwy= 180 ft.
Major State Hwy= 350 ft. Stream/Creek= 180 ft Rivers= 1000 ft. Approaches= 36.5 ft.

# Arkansas Innovative Finance Study Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Conversion to Freeway)

US 63 Corridor - US 49 to SH 463 (Jonesboro) - Section 2

Corridor	l enath	(miles)	
Comaci	Longin	(IIIIICO).	

Date: ___

1/18/01

	·			
ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY	4-Lane Divided Freeway			
	Moutanious Terrain	\$2.4M /mile	0	\$
(includes: grading, drainage, paving)	Rolling Terrain	\$2.0M /mile	0	
	Flat Terrain	\$1.6M /mile	0	
			Total	\$
			-	
MISCELLANEOUS				
ITEMS				
	Interchange (diamond/folded-diamond)	\$4.5M /Each	0	\$
	Ramp Toll Plaza (2 Plazas per interchange)	\$525,000 /Interchange	0	
	Mainline Toll Plaza	\$2.6M /Each	0	•
	Lighting - Interchange	\$150,000 /Each	- 0	\$
*	Signalization - Interchange(urban areas only)	\$187,500 /Each	0	*
	_ · · · · · · · · · · · · · · · · · · ·	,	0	
	Fencing - Mainline	,	<u> </u>	*
	Erosion Control	2% of Gr., Dr., & Surf.	İ	\$ -
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		-
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		\$ -
	Utility Relocation	10% of Gr., Dr., & Surf.		\$ -
			Total	\$
COTAL ROADWAY	CONSTRUCTION COST			\$ .
			_	_
BRIDGES	Mainline - Interchange/RR/Stream/Creek	\$75 /S.F.	0	
	Mainline - River Crossing	\$110 /S.F.	0	
	Bridge Approaches	\$15 /S.F.	0	\$
TOTAL STRUCTURE	S CONSTRUCTION COST			\$
				· ·
		c	onstruction Subtotal	\$
			3 15% of Construction	
	Design and Construction A	dministration @ 12% of Cons		
	Design and Constitution At	difficulties at the state of th	ruction + Contingency	•
TOTAL CONSTRUCT	ION COST			\$
101AL 001011100	T	1801-1901-1901-1901-1901-1901-1901-1901-	::::::::::::::::::::::::::::::::::::::	•
RIGHT-OF-WAY	}			
NIGHT-OF-WAT		Distant NA	Donatura : Charatura	•
	1	Right-of-Way @ 15% of	ROW Subtotal	
			1	l '
			+15% Contingency	\$
TOTAL RIGHT-OF-W	AY COST		<b>.</b>	\$
<u> </u>	<u> </u>		: - : - : - : - : - : -	L *
FRAND TOTAL				S
			<u>ausunus alainisisisisisisisisisisisisisisisisisi</u>	

#### General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):
Railroads= 250 ft.
Minor State Hwy= 180 ft.
Major State Hwy= 350 ft.
Stream/Creek= 180 ft.
Rivers= 1000 ft.
Approaches= 36.5 ft.

Cost per Mile =

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Conversion to Freeway)

#### US 63 Corridor - SH 91 to US 49 (Jonesboro) - Section 1

Corridor Length (miles): 4.7

Date: 1/18/01

ITEM	SUB-ITEMS	UNIT CO	<b>S</b> T	QUANTITY		FOTAL COST
ROADWAY	4-Lane Divided Freeway					
(includes: grading, drainage,	Moutanious Terrain	\$2.4M	/mile	. 0	\$	-
paving)	Rolling Terrain	\$2.0M	/mile	0	\$	-
	Flat Terrain	\$1.6M	/mile	0	\$	-
				Total	\$	-
MISCELLANEOUS ITEMS						
	Interchange (diamond/folded-diamond)	\$4.5M	/Each	2	\$	9,000,000
	Ramp Toll Plaza (2 Plazas per interchange)	\$525,000 /Inte	erchange	0	\$	-
	Mainline Toll Plaza	\$2.6M	/Each	1	\$	2,600,000
	Lighting - Interchange	\$150,000	/Each	2	\$	300,000
	Signalization - Interchange(urban areas only)	\$187,500	/Each	0	\$	-
	Fencing - Mainline	\$3.50	/L.F.	0	\$	-
	Erosion Control	2% of Gr., Dr.			\$	-
	Signing & Paving Markings	2% of Gr., Dr.			\$	-
	Maintenance of Traffic	6% of Gr., Dr.			\$	•
	Utility Relocation	10% of Gr., Di	r., & Sun.		\$	- 44 000 000
				Total	\$	11,900,000
OTAL ROADWAY	CONSTRUCTION COST				\$	11,900,000
BRIDGES	Mainline - Interchange/RR/Stream/Creek	\$75	/S.F.	0	\$	
BNIDGES	Mainline - River Crossing	\$110	/S.F.	0	\$	_
	Bridge Approaches		/S.F.	0	\$	_
OTAL STRUCTUR	ES CONSTRUCTION COST				\$	-
			_	Samatan Cultivat	•	11 000 000
		0	_	Construction Subtotal		11,900,000
	Design and Construction A			9 15% of Construction	\$	1,785,000 1,642,200
	Design and Construction A	ummstration w	2% OI COIIS	iruction + Contingency	Φ	1,042,200
	TION COST				s	15,327,200
OTAL CONSTRUC	TIVIT QUOLUGUU AREA BERRANDE ESTADA					
OTAL CONSTRUC					,	
<u> </u>		Right-of-Way	y @ 15% of	Roadway + Structures	\$	1,785,000
<u> </u>		Right-of-Way	/ @ 15% of	ROW Subtotal	\$	1,785,000 1,785,000
TOTAL CONSTRUC		Right-of-Way	/ @ 15% of		\$	1,785,000 1,785,000
<u> </u>		Right-of-Way	/ @ 15% of	ROW Subtotal	\$	1,785,000 1,785,000 267,750
RIGHT-OF-WAY		Right-of-Way	/ @ 15% of	ROW Subtotal	\$ \$ \$	1,785,000 1,785,000 267,750 <b>2,052,750</b>
RIGHT-OF-WAY		Right-of-Way	/ @ 15% of	ROW Subtotal	\$ \$	1,785,000 1,785,000 267,750

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

U.S. 63 (open system)

	(open system)		· · · · · · · · · · · · · · · · · · ·	<u> </u>								
Section	Location Description	EstimatePr oject Length (miles)	EA/EIS Status	Roadway Characteristics	Diamond Interchanges with Ramp Toll Plazas	Main Toll Plaza with Closed/Open Barrier System	Turnpike Over Bridges (T.P.O.)	Year	Construction + Right-of-Way	Design & Admin. Fees	Total ¹ Cost (\$M)	Cost per Mile
1	SH 91 to US 49 (Jonesboro) Beginning at State Highway 91 extending southeast along the existing four lane divided highway to the at grade intersection with Washington St., then extending southeast to the existing partial cloverleaf interchange at SH 226, then extending southeast to the existing diamond interchange at US 49.	4.7	N/A	Divided - Controlled Access Upgrade Interchanges		1		2001	\$15,737,750	\$1,642,200	<b>\$</b> 17,379,950	\$3,697,862
2	US 49 to SH 463 (Jonesboro) Beginning at the interchange of US 49 extending along the existing four lane divided highway to the existing diamond interchange at SH 18, then extending east to the partial diamond interchange at Caraway Road, then extending east to the partial diamond interchange at SH 1/Stadium Drive, then extending east to the partial diamond interchange at SH 463.	4.7	N/A	Divided - Controlled Access Upgrade Existing Ramps			·	2001	\$0	\$0	\$0	\$0
3	SH 463 (Jonesboro) to SH 14 (Payneway) Beginning at the interchange of SH 463 extending southeast along the existing four lane divided highway to the existing diamond interchange at SH 18, then extending southeast to the existing interchange with SH 463, then extending south to the existing interchange with SH 69, then existing southeast to the existing interchange with SH 463, then extending south to the existing interchange with SH 14 at Payneway.	20	N/A	Divided - Controlled Access Upgrade Existing Ramps		1		2001	\$3,438,500	\$358,800	\$3,797,300	\$189,865
4	SH 14 (Payneway) to Marked Tree Bypess Beginning at the existing interchange with SH 14 extending southeast to the existing diamond interchange at US 63B in Marked Tree, then extending southeast to the a-t-grade intersection at SH 149 / SH 308, then extending east approximately 0.25 miles.	5.5	EA Complete 31-Aug-00	Divided - Controlled Access Upgrade Interchanges Add Frontage Roads				2001	\$11,634,297	\$1,214,014	\$12,848,311	\$2,336,056
5	Marked Tree Bypass to Tyronza River Beginning approximately 0.25 miles east of SH 149 / SH 308, then extending southeast to the Tyronza River.	1	EA Complete 31-Aug-00	Divided - Controlled Access Upgrade Interchanges Add Frontage Roads			2	2001	\$5,291,058	\$552,110	<b>\$</b> 5,843,168	\$5,843,168
6	Tyronza River to Ditch No. 4 Beginning at the Tyronza River, then extending southeast to the at-grade intersection with SH 118, then extending southeast approximately 0.25 miles.	2.7	EA Complete 31-Aug-00	Divided - Controlled Access Upgrade Interchanges Add Frontage Roads		1		2001	\$13,092,751	\$1,366,200	\$14,458,951	\$5,355,167
7	Ditch No. 4 to Dead Timber Creek Beginning approximately 0.25 miles southeast of SH 118, then extending southeast to the at grade intersection at SH 135, then extending southeast to Dead Timber Creek	3.7	EA Complete 31-Aug-00	Divided - Controlled Access Upgrade Interchanges Add Frontage Roads			4	2001	\$16,134,498	\$1,683,600	\$17,818,098	\$4,815,702
8	Dead Timber Creek to Interstate 55 Beginning at Dead Timber Creek, then extending southeast to the existing at-grade intersection at Gilmore, then extending southeast to the existing interchange at Interstate 55.	4.1	EA Complete 31-Aug-00	Divided - Controlled Access Upgrade Interchanges Add Frontage Roads		1		2001	\$30,682,001	\$3,201,600	\$33,883,601	\$8,264,293

¹ Cost = Construction + right-of-way + 12% for Design & Administration

\$96,010,855 \$10,018,524 \$106,029,379

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Conversion to Freeway)

#### US 63 Corridor - Dead Timber Creek to Interstate 55 - Section 8

Corridor Length (miles): 4.1

Date: 1/18/01

ITEM	SUB-ITEMS	UNITICO	ST	QUANTITY	1	GTAL COST
	1					
ROADWAY	4-Lane Divided Freeway				_	
(includes: grading, drainage,	Moutanious Terrain	\$2.4M	/mile	0	\$	
paving)	Rolling Terrain	\$2.0M	/mile	0	•	0.004.00
	Flat Terrain	\$1.6M	/mile	5.79		9,264,00
				Total	\$	9,264,00
********						
MISCELLANEOUS				}		
ITEMS	(to to control on the control of the	04.514	// b		•	0.000.00
	Interchange (diamond/folded-diamond)	\$4.5M	/Each	2	\$	9,000,00
	Ramp Toll Plaza (2 Plazas per interchange)	\$525,000 /Into	•	0	\$	0.000.00
	Mainline Toli Plaza	\$2.6M	/Each	1	\$	2,600,00
	Lighting - Interchange	\$150,000	/Each	2	\$	300,00
	Signalization - Interchange(urban areas only)	\$187,500	/Each	0	\$	400.00
	Fencing - Mainline	\$3.50	/L.F.	52343	\$	183,20
	Erosion Control	2% of Gr., Dr	•		\$	185,28
	Signing & Paving Markings	2% of Gr., Dr			\$	185,28
	Maintenance of Traffic	6% of Gr., Dr	•		\$	555,84
	Utility Relocation	10% of Gr., D	r., & Surf.		\$	926,40
				Total	\$	13,936,00
			*;*;*;*;*;*;*;*;*;			
OTAL ROADWAY	CONSTRUCTION COST				\$	23,200,00
	10000		<b>'0</b> =			
BRIDGES	Mainline - Interchange/RR/Stream/Creek	\$75	/S.F.	0	\$	
	Mainline - River Crossing	\$110	/S.F.	0	\$	
	Bridge Approaches	\$15	/S.F.	0	\$	
OTAL OTOLIOTUDE	S CONSTRUCTION COST				S	
U AL SINUCIONI	S CONSTRUCTION COST				ð.	
				onstruction Subtotal	œ	23,200,00
		C.	_	2 15% of Construction		3,480,00
	Design and Construction Ad					3,201,60
	Design and Construction Ad	aministration @ 1	2% Of COIIS	truction + Contingency	Ф	3,201,60
OTAL CONSTRUC	TION COST				S	29,881,60
GIAL CONSTRUC	1046051	::::::::::::::::::::::::::::::::::::::		::::::::::::::::::::::::::::::::::::::	3	29,001,00
DIGUT OF WAY	†	i i				
RIGHT-OF-WAY		Dieba et Mare	. @ 450/ -1	Dendunar Characters	•	0.400.00
		Hight-of-Way	y & 15% of	Roadway + Structures		3,480,00
				ROW Subtotal	T	3,480,00
				+15% Contingency	\$	522,00
OTAL RIGHT-OF-V	AV COST				\$	4,002,00
OTAL RIGHT-UPAY					ų.	4,002,00
RAND TOTAL					S	33,883,60
					<u> </u>	
				Cost per Mile =		\$8,264,2

#### General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Arkansas Innovative Finance Study Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Conversion to Freeway)

US 6	3 Corridor	- Ditch No.	4 to	<b>Dead Timber</b>	Creek -	Section 7
	• ••••••					•••••

Corridor Length (miles): 3.7

Date: 1/18/01

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
	1			
ROADWAY	4-Lane Divided Freeway	_		
(includes: grading, drainage,	Moutanious Terrain	\$2.4M /mile		1 *
paving)	Rolling Terrain	\$2.0M /mile		1 *
	Flat Terrain	\$1.6M /mile		
			Total	\$ 3,984,000
MISCELLANEOUS			ŀ	
ITEMS				
	Interchange (diamond/folded-diamond)	\$4.5M /Each	1	\$ 4,500,000
	Ramp Toli Plaza (2 Plazas per interchange)	\$525,000 /Interchan		,
	Mainline Toll Plaza	\$2.6M /Each	·	
	Lighting - Interchange	\$150,000 /Eac	<del></del>	\$ 150,000
	Signalization - Interchange(urban areas only)	\$187,500 /Eac	·	
	Fencing - Mainline	\$167,300 /Eac \$3.50 /L.F.		\$ 69.199
	Erosion Control			
		2% of Gr., Dr., & Su		\$ 79,680
	Signing & Paving Markings	2% of Gr., Dr., & Su		\$ 79,680
	Maintenance of Traffic	6% of Gr., Dr., & Su	L L	\$ 239,040
	Utility Relocation	10% of Gr., Dr., & Si		\$ 398,400
			Total	\$ 5,515,999
	1		I	
TOTAL ROADWAY	CONSTRUCTION COST			\$ 9,499,999
			T T	
BRIDGES	Mainline - Interchange/RR/Stream/Creek	\$75 /S.F.	33,664	\$ 2,524,800
	Mainline - River Crossing	\$110 /S.F.	00,004	
	Bridge Approaches	\$15 /S.F.	11,680	<b>1</b> ₹
	bridge Approaches	φ10 /3.F.	11,000	φ 175,200
TOTAL OTOLIOTISE	S CONSTRUCTION COST			\$ 2,700,000
IUIAL SINUCIONE	S COMSTRUCTION COST			\$ 2,700,000
			Construction Subtotal	_, _, _,
		•	ency @ 15% of Construction	
	Design and Construction A	dministration @ 12% of	Construction + Contingency	\$ 1,683,600
TOTAL CONSTRUC	rion cost			\$ 15,713,598
RIGHT-OF-WAY				
		Right-of-Way @ 15	i% of Roadway + Structures	\$ 1,830,000
			ROW Subtotal	
			+15% Contingency	1 * .,,
				2.4,000
TOTAL RIGHT-OF-W	AYCOST			\$ 2,104,500
<u> </u>		<u> </u>		2,104,000
GRAND TOTAL				\$ 17,818,098
	: + : + : + : + : + : + : + : + : + : +	. 2 + 2 + 2 + 2 + 2 + 2 + 2 + 2 + 2 + 2	4+4+4+4+4+4+4+4+4+4+4+4+4+4+4+4+4+4+4+4+	1 4 17,010,030

#### General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Cost per Mile =

\$4,815,702

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Conversion to Freeway)

US 63 Corridor - Tyronza River	to Ditch No. 4 - Section 6
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Corridor Length (miles): 2.7

Date: 1/18/01

ITEM	SUB-ITEMS	UNIT COST		QUANTITY		OTAL COST
		Olive Codi			101010101	CONTRACTOR OF THE CONTRACTOR O
			-			
ROADWAY	4-Lane Divided Freeway	00.414 (			•	
(includes: grading, drainage,	Moutanious Terrain	\$2.4M /mi	-	0	\$	
paving)	Rolling Terrain	\$2.0M /mi \$1.6M /mi		0	\$	0.476.00
Paving)  NISCELLANEOUS ITEMS  PARITY OF THE PROPERTY OF THE PR	Flat Terrain	\$1.6M /mi	lile	1.36 Total		2,176,000 <b>2,176,00</b> 0
				ı Otalı	<u> </u>	2,176,000
MISCELLANEOUS		-	ļ			
ITEMS			L			
	Interchange (diamond/folded-diamond)	\$4.5M /Ea	ach [	1	\$	4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	\$525,000 /Intercha	ange [	0	\$	
	Mainline Toll Plaza	\$2.6M /Ea	ach [	1	\$	2,600,000
	Lighting - Interchange	\$150,000 /Ea	ach [	1	\$	150,000
	Signalization - Interchange(urban areas only)		ach [	0	\$	
	Fencing - Mainline	\$3.50 /L.I		11086	\$	38,80
	Erosion Control	2% of Gr., Dr., & 9			\$	43,520
	Signing & Paving Markings	2% of Gr., Dr., & 8			\$	43,520
	Maintenance of Traffic	6% of Gr., Dr., & S			\$	130,560
	Utility Relocation	10% of Gr., Dr., &	Surf.		\$	217,600
				Total	\$	7,724,00
OTAL ROADWAY	CONSTRUCTION COST				\$	9,900,00
PDIDCES	Mainline - Interchange/RR/Stream/Creek	\$75 /S.F	_	0	\$	
BRIDGES	Mainline - River Crossing	\$110 /S.F		0	\$	
	Bridge Approaches	\$110 /S.F		0	\$ \$	
	bridge Approaches	\$15 /3.F			Ψ	
OTAL STRUCTUR	ES CONSTRUCTION COST				\$	
				onstruction Subtotal	•	9,900,00
		Contin		15% of Construction	•	1,485,000
	Design and Construction Ad				\$	1,366,200
	Design and Construction At	arimistration & 1276 (	Oi COristi	delion + Contingency	Ψ	1,000,200
OTAL CONSTRUC	TION COST				\$	12,751,20
		<u> </u>	1		Ť.	1_,,
RIGHT-OF-WAY						
		Right-of-Way @	15% of F	Roadway + Structures		1,485,00
	i	I	1	ROW Subtotal		1,485,000
				+15% Contingency	\$	222,75
OTAL RIGHT-OF-V	VAY COST			+15% Contingency	\$	
OTAL RIGHT-OF-V	VAY COST			+15% Contingency	\$	1,707,750
OTAL RIGHT-OF-V	VAY COST			+15% Contingency  Cost per Mile =		

#### General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Leck Wild (final lime) = 40 ft. x 2

Bridge Lengths (mainline over):

Railroads= 250 ft.

Minor State Hwy= 180 ft.

Major State Hwy= 350 ft.

Stream/Creek= 180 ft.

Rivers= 1000 ft.

Approaches= 36.5 ft.

**Preliminary Cost Estimate - Open Barrier System** 

(Four-Lane Divided Conversion to Freeway)

US	63	Corridor	<ul> <li>Marked</li> </ul>	Tree By	pass to	Tyronza	River -	Section	5
----	----	----------	----------------------------	---------	---------	---------	---------	---------	---

Corridor Length (miles):

Date:

1/18/01

UNIT COST YTITKAUD TOTAL COST ITEM SUB-ITEMS ROADWAY 4-Lane Divided Freeway \$2.4M Moutanious Terrain /mile 0 \$ Rolling Terrain \$2.0M /mile 0 \$1.6M Flat Terrain /mile 0.99 \$ 1,584,000 1,584,000 Total \$ **MISCELLANEOUS ITEMS** Interchange (diamond/folded-diamond) \$4.5M /Each 0 \$ Ramp Toll Plaza (2 Plazas per interchange) \$525,000 /Interchange 0 \$ Mainline Toll Plaza \$2.6M /Each 0 \$ Lighting - Interchange \$150,000 /Each 0 \$ Signalization - Interchange(urban areas only) \$187,500 \$ /Each 0 Fencing - Mainline /L.F. \$3.50 0 \$ **Erosion Control** 2% of Gr., Dr., & Surf. 31,680 \$ 31,680 Signing & Paving Markings 2% of Gr., Dr., & Surf. \$ Maintenance of Traffic 6% of Gr., Dr., & Surf. \$ 95,040 **Utility Relocation** 10% of Gr., Dr., & Surf. 158,400 \$ Total \$ 316,800 TOTAL ROADWAY CONSTRUCTION COST 1,900,800 \$ BRIDGES Mainline - Interchange/RR/Stream/Creek \$75 /S.F. 13,324 \$ 999.300 Mainline - River Crossing \$110 /S.F. 9,210 \$ 1,013,100 87,600 **Bridge Approaches** \$15 /S.F. 5,840 \$ TOTAL STRUCTURES CONSTRUCTION COST 2,100,000 4,000,800 Construction Subtotal \$ Contingency @ 15% of Construction 600,120 Design and Construction Administration @ 12% of Construction + Contingency | \$ 552,110 TOTAL CONSTRUCTION COST 5,153,030 RIGHT-OF-WAY Right-of-Way @ 15% of Roadway + Structures 600,120 **ROW Subtotal** \$ 600,120 +15% Contingency \$ 90,018 TOTAL RIGHT-OF-WAY COST 690,138 GRAND TOTAL 5,843,168

#### General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

\$5,843,168

Cost per Mile =

Bridge Lengths (mainline over):

Railroads= 250 ft. Minor State Hwy= 180 ft

Major State Hwy= 350 ft. Stream/Creek= 180 ft Rivers= 1000 ft

Approaches= 36.5 ft.

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Conversion to Freeway)

US 63 Corridor - SH 14 (Payneway) to Marked Tree Bypass - Section	US	63 C	orridor -	<b>SH 14</b>	(Pa	yneway)	to	Marked T	ree	Bypass -	Section	4
-------------------------------------------------------------------	----	------	-----------	--------------	-----	---------	----	----------	-----	----------	---------	---

Corridor Length (miles):

Date: ____

5.5

1/18/01

H SM	SUB-ITEMS	UNIT CO	<b>s</b> t	QUANTITY	₹	OTAL COST
POADWAY	A-I and Divided Fraguey					
HOADWAT		\$2.4M	/mile		œ	
includes: grading, drainage,						
paving)						3,456,00
	A-Lane Divided Freeway   Moutanious Terrain   S2 4M	3,456,00				
	Interchange (diamond/folded-diamond)	\$4.5M	/Each	1	\$	4,500,00
		\$525,000 /Inte	erchange	0		, ,
MISCELLANEOUS ITEMS OTAL ROADWAY ( BRIDGES			•			
	Lighting - Interchange	\$150,000	/Each	1		150,00
	Signalization - Interchange(urban areas only)	\$187,500	/Each	0	\$	
	Fencing - Mainline	\$3.50	/L.F.	0	\$	
	Erosion Control	2% of Gr., Dr.	., & Surf.		\$	69,12
	Signing & Paving Markings	2% of Gr., Dr.	., & Surf.		\$	69,12
	Maintenance of Traffic	6% of Gr., Dr.	., & Surf.		\$	207,36
	Utility Relocation	10% of Gr., Dr	r., & Surf.		\$	345,60
				Total	\$	5,341,20
OTAL ROADWAY	CONSTRUCTION COST				\$	8,797,20
PRINCES	Mainline - Internance/RP/Stream/Creek	¢75	/C E		6	
BNIDGES		T				
	_	i .				
	Bridge Approaches	\$15	7 <b>3.</b> F.	0	Ф	
STAL STRUCTURE	S CONSTRUCTION COST				\$	
			c	Construction Subtotal	\$	8,797,20
		Co	ontingency (	@ 15% of Construction	\$	1,319,58
	Design and Construction Ad	dministration @ 1:	2% of Cons	truction + Contingency	\$	1,214,01
OTAL CONSTRUC	FION COST	)			\$	11,330,79
RIGHT-OF-WAY		Right-of-Way	/ @ 15% of			1,319,58
RIGHT-OF-WAY	1			DOM Outstand		1,319,58
RIGHT-OF-WAY						
RIGHT-OF-WAY						197,93
	YAY COST				\$	
	/AY COST				\$	197,93

#### General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Conversion to Freeway)

US 63 Corridor - SH 463 (Jonesboro) to SH 14 (Payneway) - Section 3
---------------------------------------------------------------------

Corridor Length (miles):

Date: 1/18/01

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
		,		
DOADWAY	A Laws Divided Engage			
ROADWAY	4-Lane Divided Freeway	00.444		
(includes: grading, drainage,	Moutanious Terrain	\$2.4M /mile	0	\$
paving)	Rolling Terrain	\$2.0M /mile	0	\$
	Flat Terrain	\$1.6M /mile	0	\$
			Total	\$
MISCELLANEOUS				
ITEMS	<u> </u>			
	Interchange (diamond/folded-diamond)	\$4.5M /Each	0	
	Ramp Toll Plaza (2 Plazas per interchange)	\$525,000 /Interchange	0	\$
	Mainline Toll Plaza	\$2.6M /Each	1	\$ 2,600,000
	Lighting - Interchange	\$150,000 /Each	0	\$
	Signalization - Interchange(urban areas only)	\$187,500 /Each	0	\$ .
	Fencing - Mainline	\$3.50 /L.F.	Ō	\$
	Erosion Control	2% of Gr., Dr., & Surf.		\$ -
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		\$ -
	Maintenance of Traffic	6% of Gr., Dr., & Surf.		\$ -
	Utility Relocation	10% of Gr., Dr., & Surf.		\$ -
	Other Neiocation	10% 01 G1., D1., & Suil.	Total	
			iotai	\$ 2,600,000
TOTAL ROADWAY	CONSTRUCTION COST			\$ 2,600,000
BRIDGES	Mainline - Interchange/RR/Stream/Creek	\$75 /S.F.	l o	<b>s</b> .
	Mainline - River Crossing	\$110 /S.F.	0	s -
	Bridge Approaches	\$15 /S.F.	0	\$
		<b>4</b> 10 10.11		•
TOTAL STRUCTURE	S CONSTRUCTION COST			\$
		C	onstruction Subtotal	\$ 2,600,000
		Contingency @	15% of Construction	\$ 390,000
	Design and Construction A	dministration @ 12% of Const	truction + Contingency	\$ 358,800
				,
TOTAL CONSTRUC	TION COST			\$ 3,348,800
RIGHT-OF-WAY	1			
		Right-of-Way @ 15% of	Roadway + Structures	\$ 390,000
		,	ROW Subtotal	\$ 390,000
			+15% Contingency	
TOTAL RIGHT-OF-W	AV COST			\$ 448,500
EXPERIMENTAL PROPERTY.				Ψ <del>110,500</del>
GRAND TOTAL				\$ 3,797,300
GEROND COME				ψ 3,737,300

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Cost per Mile =

\$189,865

# Arkansas Innovative Finance Study Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Conversion to Freeway)

US 63 Corridor - US 49 to SH 463 (Jonesboro) - Section 2

Corridor Length (miles):

4.7

Date: 1/18/01

ROADWAY  (includes: grading, drainage, paving)  A-Lane Divided Freeway  Moutanious Terrain  Rolling Terrain  Flat Terrain  \$2.4M /mile  0 \$ \$2.0M /mile  0 \$  Total  Total	ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
Moutanious Terrain		SUB-ITEMS	UNIX COST	QUANTITY	(GIAL LUS)
Moutanious Terrain					
Rolling Terrain   S2.0M	ROADWAY	4-Lane Divided Freeway			
Holling Terrain	(includes aredina dreineas	Moutanious Terrain	\$2.4M /mile		
Niscellaneous   Interchange (diamond/folded-diamond)		Rolling Terrain	\$2.0M /mile	0	\$
Interchange (diamond/folded-diamond)		Flat Terrain	\$1.6M /mile	0	\$
Interchange (diamond/folded-diamond)				Total	\$
Interchange (diamond/folded-diamond)				l '	
Interchange (diamond/folded-diamond)	MISCELLANEOUS				
Ramp Toll Plaza (2 Plazas per interchange)   S525,000 /Interchange   Q   S	ITEMS				8
Mainline Toll Plaza   \$2.6M   Each   0   \$   \$   \$   \$   \$   \$   \$   \$   \$		Interchange (diamond/folded-diamond)	\$4.5M /Each	Ō	\$
Lighting - Interchange   \$150,000   / Each   0   \$   \$   \$   \$   \$   \$   \$   \$   \$		Ramp Toll Plaza (2 Plazas per interchange)	\$525,000 /Interchange	0	\$
Signalization - Interchange(urban areas only)   \$187,500   /Each   \$   \$   \$   \$   \$   \$   \$   \$   \$		Mainline Toll Plaza	\$2.6M /Each	0	\$
Signalization - Interchange(urban areas only)   \$187,500   /Each   \$3.50   /L.F.   \$   \$   \$   \$   \$   \$   \$   \$   \$		Lighting - Interchange	\$150,000 /Each	0	\$
Fencing - Mainline		Signalization - Interchange(urban areas only)	\$187,500 /Each	0	\$
Erosion Control Signing & Paving Markings Maintenance of Traffic Utility Relocation  CTAL ROADWAY CONSTRUCTION COST  BRIDGES Mainline - Interchange/RR/Stream/Creek Mainline - River Crossing Bridge Approaches  COTAL STRUCTURES CONSTRUCTION COST  S  Construction Subtotal Contingency @ 15% of Construction  Design and Construction Administration @ 12% of Construction + Contingency  Right-of-Way @ 15% of Roadway + Structures ROW Subtotal +15% Contingency  Right-of-Way @ 15% of Roadway + Structures ROW Subtotal +15% Contingency  S			\$3.50 /L.F.	0	\$
Signing & Paving Markings   2% of Gr., Dr., & Surf.   5		, -	2% of Gr., Dr., & Surf.		\$ -
Maintenance of Traffic Utility Relocation  Maintenance of Traffic Utility Relocation  Total  \$  Contact ROADWAY CONSTRUCTION COST  BRIDGES  Mainline - Interchange/RR/Stream/Creek Mainline - River Crossing Bridge Approaches  S  Construction Subtotal Contingency © 15% of Construction Design and Construction Administration © 12% of Construction + Contingency  Total  Contact CONSTRUCTION COST  RIGHT-OF-WAY  Right-of-Way © 15% of Roadway + Structures ROW Subtotal +15% Contingency \$		Signing & Paving Markings			\$ -
Utility Relocation 10% of Gr., Dr., & Surf. Total 5  OTAL ROADWAY CONSTRUCTION COST 5  BRIDGES Mainline - Interchange/RR/Stream/Creek Mainline - River Crossing Mainline - Mainline					
Total \$  OTAL ROADWAY CONSTRUCTION COST  BRIDGES Mainline - Interchange/RR/Stream/Creek \$75					
OTAL ROADWAY CONSTRUCTION COST  BRIDGES  Mainline - Interchange/RR/Stream/Creek			1070 01 011, 211, 4 0411	Total	<u> </u>
BRIDGES  Mainline - Interchange/RR/Stream/Creek Mainline - River Crossing Bridge Approaches  S110 /S.F.  O \$  OTAL STRUCTURES CONSTRUCTION COST  Construction Subtotal Contingency @ 15% of Construction + Contingency Design and Construction Administration @ 12% of Construction + Contingency  RIGHT-OF-WAY  Right-of-Way @ 15% of Roadway + Structures ROW Subtotal +15% Contingency \$				, otal	
Mainline - River Crossing Bridge Approaches \$110	OTAL ROADWAY	ONSTRUCTION COST			\$
Mainline - River Crossing Bridge Approaches \$110					
Bridge Approaches \$15 /S.F. 0 \$  OTAL STRUCTURES CONSTRUCTION COST:  Construction Subtotal \$ Contingency @ 15% of Construction \$ Design and Construction Administration @ 12% of Construction + Contingency \$  OTAL CONSTRUCTION COST:  RIGHT-OF-WAY  Right-of-Way @ 15% of Roadway + Structures \$ ROW Subtotal + 15% Contingency \$	BRIDGES		***		
Construction Subtotal \$ Contingency @ 15% of Construction \$ Design and Construction Administration @ 12% of Construction + Contingency \$  COTAL CONSTRUCTION COST  RIGHT-OF-WAY  Right-of-Way @ 15% of Roadway + Structures \$ ROW Subtotal \$ +15% Contingency \$		1	•		
Construction Subtotal Contingency @ 15% of Construction \$ Design and Construction Administration @ 12% of Construction + Contingency \$  COTAL CONSTRUCTION COST  RIGHT-OF-WAY  Right-of-Way @ 15% of Roadway + Structures \$ ROW Subtotal +15% Contingency \$		Bridge Approaches	\$15 /S.F.	0	\$
Contingency @ 15% of Construction \$ - Design and Construction Administration @ 12% of Construction + Contingency \$ -  OTAL CONSTRUCTION COST \$  RIGHT-OF-WAY  Right-of-Way @ 15% of Roadway + Structures \$ - ROW Subtotal +15% Contingency \$ \$	OTAL STRUCTURE	S CONSTRUCTION COST			\$
Contingency @ 15% of Construction \$ - Design and Construction Administration @ 12% of Construction + Contingency \$ -  GTAL CONSTRUCTION COST \$  RIGHT-OF-WAY  Right-of-Way @ 15% of Roadway + Structures \$ - ROW Subtotal +15% Contingency \$ \$					
Design and Construction Administration @ 12% of Construction + Contingency \$ -  GTAL CONSTRUCTION COST			C	onstruction Subtotal	\$
Design and Construction Administration @ 12% of Construction + Contingency \$ -  OTAL CONSTRUCTION COST			Contingency @	15% of Construction	\$ -
RIGHT-OF-WAY  Right-of-Way @ 15% of Roadway + Structures \$ - ROW Subtotal +15% Contingency \$ \$		Design and Construction Ac			
RIGHT-OF-WAY  Right-of-Way @ 15% of Roadway + Structures ROW Subtotal +15% Contingency \$ \$		•		,	
Right-of-Way @ 15% of Roadway + Structures \$ - ROW Subtotal +15% Contingency \$ \$	OTAL CONSTRUCT	TION COST			\$
Right-of-Way @ 15% of Roadway + Structures \$ - ROW Subtotal +15% Contingency \$ \$	***************************************		<u> </u>	l	
Right-of-Way @ 15% of Roadway + Structures \$ - ROW Subtotal +15% Contingency \$ \$	RIGHT-OF-WAY			ĺ.	
ROW Subtotal \$ +15% Contingency \$			Right-of-Way @ 15% of	Roadway + Structures	s -
+15% Contingency \$					
OTAL RIGHT: OF-WAY COST					•
	OTAL RIGHT-OF-W	AY COST			\$

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

\$0

Cost per Mile =

Bridge Lengths (mainline over):
Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.

Approaches= 36.5 ft.

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Conversion to Freeway)

US 63 Corridor - SH 91 to US 49 (Jonesboro) - Section 1

Corridor Length (miles): 4.7

Date: 1/18/01

			e constant			aparagaina
ITEM	SUB-ITEMS	UNIT CO	<b>≶T</b> ::::::::::::::::::::::::::::::::::::	QUANTITY	TOTAL	cost
ROADWAY	4-Lane Divided Freeway					
(includes: grading, drainage,	Moutanious Terrain	\$2.4M	/mile	0	\$	
paving)	Rolling Terrain	\$2.0M	/mile	0	\$	-
	Flat Terrain	\$1.6M	/mile	0	\$	
				Total	\$	-
MISCELLANEOUS						
ITEMS						
	Interchange (diamond/folded-diamond)		/Each	2	•	,000,000
	Ramp Toli Piaza (2 Plazas per interchange)	\$525,000 /Inte	-	0	\$	
	Mainline Toll Plaza		/Each	1		,600,000
	Lighting - Interchange	\$150,000	/Each	2	\$	300,000
	Signalization - Interchange(urban areas only)	\$187,500	/Each	0	\$	
	Fencing - Mainline	\$3.50	/L.F.	0	\$	•
	Erosion Control	2% of Gr., Dr.	,		\$	-
	Signing & Paving Markings	2% of Gr., Dr.			\$	-
	Maintenance of Traffic	6% of Gr., Dr.			\$	•
	Utility Relocation	10% of Gr., Dr	., & Surt.		\$	
				Total	\$ 11	,900,000
OTAL ROADWAY	CONSTRUCTION COST	 			\$ 11	,900,000
······································						
BRIDGES	Mainline - Interchange/RR/Stream/Creek	\$75	/S.F.	0	\$	
	Mainline - River Crossing	\$110	/S.F.	0	\$	
	Bridge Approaches	\$15	/S.F.	0	\$	
A+32:8+4:8+0+	S CONSTRUCTION COST				\$	
CIAL SINUCION	ES CONSTRUCTION COST				•	
				onstruction Subtotal	e 11	,900,000
		Co		15% of Construction		,785,000
	Design and Construction Ad					,642,200
	Design and Construction At	Jiliii ii Stratio II 😉 12	2 /6 01 001151	ruction + Contingency	Ψ 1	,042,200
OTAL CONSTRUC	TION COST				\$ 15	,327,200
RIGHT-OF-WAY						
		Right-of-Way	@ 15% of	Roadway + Structures		,785,000
				ROW Subtotal	•	,785,000
				+15% Contingency	\$	267,750
OTAL RIGHT-OF-V	 VAY CORT	<u> </u> 			\$ 2	052.754
CHAL RIGHT-OF-Y					<b>P</b> 2	2,052,750
HAND TOTAL					S 17	,379,950

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Cost per Mile =

\$3,697,862

Interstate 69 (closed system)

Section	Location Description	Project Length (miles)	EA/EIS Status	Roadway Characteristics	Diamond interchanges with Ramp Toli Plazas		Tumpike Over Bridges (T.P.O.)	Year	Construction + Right-of-Way	Design & Admin, Fees	Total ¹ Cost (\$M)	Cost per Mile
	US 65 (McGehee, AR) to Route 1 (Benoit, MS) The Great River Bridge EIS project begins at US 65 on the north side of McGehee, Arkansas and it runs easterly until crosses the Mississippi River approx. 2 miles north of Arkansas City, Arkansas, immediately downstream of Cypress Bend and Cattish Point. The eastern terminus consists of a connection to Route 1 in the vacinity of Benoit, Mississippi.	23.3	Final/ROD Completed	Four-lane, divided freeway w/Fullly-Controlled Access on new alignment	1	1	9	2001	\$351,421,793	\$40,162,491	\$391,584,284	\$16,806,192
	US 65 (McGehee, AR) to US 167 (Monticello, AR) Beginning at US 65 on the north side of McGehee, Arkansas this alignment runs west until it bypasses Monticello, Arkansas to the north where it makes a connection with the proposed Southeast Arkansas 1-69 Connector, then it travels in a southeast direction until it connects with US 167 on the east side of El Dorado, Arkansas.	85.2	N/A	Four-lane, divided freeway w/ Fullly-Controlled Access on new alignment	2	3	15	2001	\$674,065,008	\$77,036,001	\$751,101,009	\$8,815,740
	US 167 (El Dorado, AR) to Loulsiana State Line Beginning at the interchange of US 167 and State Highway 7 in El Dorado, Arkansas the existing US 167 roadway would be improved to a four-lane divided freeway type facility from State Hwy. 7 to the Louisiana State Line.	20.4	N/A	Four-lane, divided freeway w/Fully-Controlled Access improvement to existing	1	1	4	2001	\$164,137,077	\$18,758,523	\$182,895,600	\$8,965,471
	US 278 (Monticello, AR) to I-530 (Pine Bluff, AR) The Southeast Arkansas I-69 Connector project is approx. 40 miles in length extending from US 278 in the vacinity of Monticello, Arkansas, and runs due north until it terminates at I-530 in Pine Bluff, Arkansas.	42.6	In-Progress	Four-lane, divided freeway w/Fully-Controlled Access on new alignment	1	2	9	2001	\$356,361,189	\$40,726,993	\$397,088,182	\$9,321,319

¹Cost = Construction + right-of-way + 12% for Design & Administration

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

I-69 Section:

#1 - US 65 (McGehee, AR) to Route 1 (Benoit, MS)

Corridor Length (miles): 23.3

Date: ______1/3/01

ROADWAY	ITEM	SUB-ITEMS	UNIT COST	CHIMAUS	1	OTAL COST
Mountainous Terrain   S7.5M						
Rolling Terrain   \$5.5M	ROADWAY	4-Lane Divided Freeway				
Rolling Terrain   S5.5M	final des estates designed	Mountainous Terrain	\$7.5M /mile		\$	•
Niscellaneous   Interchange (diamond/lolded-diamond)   S4.5M   /Each   2   \$   9,000,000		Rolling Terrain	\$5.5M /mile		\$	•
Interchange (diamond/lolded-diamond)   \$4.5M   /Each   2   \$   9,000,000		Flat Terrain	\$3.5M /mile	18.63	\$	65,205,000
Interchange (diamond/folded-diamond)				Total	\$	65,205,000
Interchange (diamond/folded-diamond)	MISCELLANEOUS					
Ramp Toll Plaza (2 Plazas per interchange)   \$525,000 /Interchange   1   \$ 252,000	ITEMS			_ !	_	
Maintine Toll Plaza   \$2.600 / Each   1   \$2.600,000		,	•			
Lighting - Interchange   \$150,000   /Each   2   \$ 300,000   \$187,500   /Each   1   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$187,500   \$18		, , ,	' '		•	
Signalization - Interchange(urban areas only)   \$187,500   / Each     \$   \$   \$34,281   \$   \$   \$   \$   \$   \$   \$   \$   \$					•	-,,-
Fencing - Mainline		, ,	, ' '	2	•	•
Erosion Control   Signing & Paving Markings   2% of Gr., Dr., & Surf.   \$ 1,304,100		, ,	1 ' '	1	•	
Signing & Paving Markings   2% of Gr., Dr., & Surf.   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100   1,304,100		1 -	1	98366		
Maintenance of Traffic Utility Relocation			1 ' '		•	
Utility Relocation   2% of Gr., Dr., & Surf.   \$ 1,304,100   \$ 18,173,181		1			•	
Total   \$ 18,173,181		l e e e e e e e e e e e e e e e e e e e	1		•	
BRIDGES   Mainline - Interchange/RR/Stream/Creek   \$75   S.F.   486,400   \$36,480,000   \$170,473,560   \$170,473,560   \$170,473,560   \$170,473,560   \$170,473,560   \$170,473,560   \$170,473,560   \$170,473,560   \$170,473,560   \$170,473,560   \$170,473,560   \$15   S.F.   46,720   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360   \$207,654,360		Utility Relocation	2% of Gr., Dr., & Surf.			
BRIDGES   Mainline - Interchange/RR/Stream/Creek   \$75   /S.F.   486,400   \$ 36,480,000   \$ 170,473,560   \$ 170,473,560   \$ 170,473,560   \$ 170,473,560   \$ 700,800   \$ 207,654,360   \$ 207,654,360   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$ 291,032,54   \$				Total	\$	18,173,181
Mississippi River Crossing(from GRB EIS)   Lump Sum   170,473,560   \$ 170,473,560   \$ 700,800   \$ 150	OTAL ROADWAY	ONSTRUCTION COST			\$	83,378,181
Mississippi River Crossing(from GRB EIS)   Lump Sum   170,473,560   \$ 170,473,560   \$ 700,800   \$ 15	BDIDGES	Mainline - Interchange/BB/Stream/Creek	\$75 /S E	486 400	œ	36 480 000
Bridge Approaches	BRIDGES		*		•	
Construction Subtotal Contingency @ 15% of Construction Design and Construction Admin @ 12% of Construction + Contingency  RIGHT-OF-WAY  Right-of-Way @ 5% of Roadway + Structures ROW Subtotal +15% Contingency \$ 14,551,627 \$ 14,551,627 \$ 16,734,377  GRAND TOTAL  S 391,584,284		, .,	!			
Construction Subtotal Contingency @ 15% of Construction Design and Construction Admin @ 12% of Construction + Contingency  RIGHT-OF-WAY  Right-of-Way @ 5% of Roadway + Structures ROW Subtotal +15% Contingency  RIGHT-OF-WAY COST  ROW Subtotal +15% Contingency		bridge Approaches	ψ15 /5.1.	40,720	Ψ	700,000
Contingency @ 15% of Construction \$ 43,654,88*  Design and Construction Admin @ 12% of Construction + Contingency \$ 40,162,49*  OTAL CONSTRUCTION COST \$ 374,849,91*  RIGHT-OF-WAY  Right-of-Way @ 5% of Roadway + Structures ROW Subtotal +15% Contingency \$ 14,551,62* \$ 14,551,62* \$ 2,182,74*  OTAL RIGHT-OF-WAY COST \$ 16,734,37*  SRAND TOTAL \$ 391,584,28*	OTAL STRUCTURE	S CONSTRUCTION COST			\$	207,654,360
Contingency @ 15% of Construction \$ 43,654,881  Design and Construction Admin @ 12% of Construction + Contingency \$ 40,162,491  FIGHT-OF-WAY  RIGHT-OF-WAY  Right-of-Way @ 5% of Roadway + Structures \$ 14,551,627			Co	nstruction Subtotal	s	291.032.541
Design and Construction Admin @ 12% of Construction + Contingency \$ 40,162,491  FOTAL CONSTRUCTION COST \$ 374,849,913  RIGHT-OF-WAY Right-of-Way @ 5% of Roadway + Structures \$ 14,551,627  ROW Subtotal \$ 14,551,627  +15% Contingency \$ 2,182,744  FOTAL RIGHT-OF-WAY COST \$ 16,734,371			Contingency @	15% of Construction	\$	43,654,881
RIGHT-OF-WAY  Right-of-Way @ 5% of Roadway + Structures \$ 14,551,627		Design and Constructi	• .			
Right-of-Way @ 5% of Roadway + Structures \$ 14,551,627   ROW Subtotal   \$ 14,551,627   +15% Contingency \$ 2,182,744   FOTAL RIGHT-OF-WAY COST   \$ 16,734,371	OTAL CONSTRUC	TION COST			\$	374,849,913
Right-of-Way @ 5% of Roadway + Structures \$ 14,551,62 \$ 14,551,62 \$ 14,551,62 \$ 14,551,62 \$ 14,551,62 \$ 14,551,62 \$ 14,551,62 \$ 14,551,62 \$ 14,551,62 \$ 14,551,62 \$ 14,551,62 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37 \$ 16,734,37	RIGHT-OF-WAY					
ROW Subtotal   \$ 14,551,62   +15% Contingency   \$ 2,182,74	HIGHT-OF-WAT		Bight-of-Way @ 5% of B	oadway + Structures	s	14 551 62
+15% Contingency \$ 2,182,744  FOTAL RIGHT-OF-WAY COST \$ 16,734,37  GRAND TOTAL \$ 391,584,28			I light-of-tray & 3/6 of h			
3RAND TOTAL 991,584,28					•	
3RAND TOTAL \$ 391,584,28		•	1	1		
	TOTAL RIGHT-OF-V	IAY COST			\$	16,734,371
		AY COST				

#### General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):
Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.

Stream/Creek= 180 ft

Rivers= 1000 ft. Approaches= 36.5 ft.

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

Date: _____

1/3/01

I-69 Section:	#2 - US 65 (McGehee, AR) to US 167 (Monticello, AR)	Co	orridor Length (miles):		85.2
ITEM	SUBATEMS	UNIT COST	QUANTITY	TOTAL COST	
ROADWAY	4-Lane Divided Freeway				
(includes: grading, drainage,	Mountainous Terrain	\$7.5M /mile		\$	-
paving)	Rolling Terrain	\$5.5M /mile	84.5	\$ 464,585,0	000
	Flat Terrain	\$3.5M /mile		\$	-
			Total	\$ 464,585,0	000
MISCELLANEOUS ITEMS					
	Interchange (diamond/folded-diamond)	\$4.5M /Each	4	\$ 18,000,0	
	Ramp Toll Plaza (2 Plazas per interchange)	\$525,000 /Interchange	2	\$ 1,050,0	- 1
	Mainline Toll Plaza	\$2.6M /Each	3	\$ 7,800,0	1
	Lighting - Interchange Signalization - Interchange(urban areas only)	\$150,000 /Each \$187.500 /Each	2	\$ 600,0 \$ 375,0	- 1
	Fencing - Mainline	\$187,500 /Each \$3.50 /L.F.	446026		,
	Erosion Control	2% of Gr., Dr., & Surf.	440020	\$ 9,291,7	
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		\$ 9,291,	
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		\$ 9,291,	
	Utility Relocation	2% of Gr., Dr., & Surf.		\$ 9,291,	
	- m.,	2,,	Total		
TOTAL ROADWAY	ONSTRUCTION COST			\$ 531,137,	891
BRIDGES	Mainline - Interchange/RR/Stream/Creek	\$75 /S.F.	226,400	\$ 16,980,0	000
DRIDGES	Mainline - River Crossing	\$110 /S.F.	80,000		
	Bridge Approaches	\$15 /S.F.	87,600		- 1
	<b>3-</b>	, , , , , , , , , , , , , , , , , , , ,	0.,000	,,,,,,	
TOTAL STRUCTURE	S CONSTRUCTION COST			\$ 27,094,0	000
		=	onstruction Subtotal	1	
	Design and Construction	on Admin @ 12% of Const	15% of Construction		1
	Design and Construction	on Admin & 12/6 of Const	delion + Conlingency	Ψ //,030,	001
TOTAL CONSTRUCT	TION COST			\$ 719,002,0	676
RIGHT-OF-WAY					
		Right-of-Way @ 5% of I		1	
			ROW Subtotal	1 ' '	
			+15% Contingency	\$ 4,186,	/39
TOTAL RIGHT-OF-W	AY COST			\$ 32,098,	334
GRAND TOTAL				\$ 751,101,	آممہ
GIMAN I VIAL				ر 151,1U1,0 و	oua

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Cost per Mile =

\$8,815,740

Bridge Lengths (mainline over):

Railroads= 250 ft.

Minor State Hwy= 180 ft.

Major State Hwy= 350 ft.

Stream/Creek= 180 ft.

Rivers= 1000 ft.

Approaches= 36.5 ft.

## Arkansas Innovative Finance Study Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

I-69 Section: #3 - US 167 (El Dorado, AR) to Louisiana State Line Date: 1/3/01

Corridor Length (miles):

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY (includes: grading, drainage, paving)	<b>4-Lane Divided Freeway</b> Mountainous Terrain Rolling Terrain Flat Terrain	\$7.5M /mile \$5.5M /mile \$3.5M /mile	20.3 Total	\$ 111,375,000 \$ 111,375,000
MISCELLANEOUS ITEMS	Interchange (diamond/folded-diamond) Ramp Toll Plaza (2 Plazas per interchange) Mainline Toll Plaza Lighting - Interchange Signalization - Interchange(urban areas only) Fencing - Mainline Erosion Control Signing & Paving Markings Maintenance of Traffic Utility Relocation	\$4.5M /Each \$525,000 /Interchange \$2.6M /Each \$150,000 /Each \$187,500 /Each \$3.50 /L.F. 2% of Gr., Dr., & Surf. 2% of Gr., Dr., & Surf. 2% of Gr., Dr., & Surf. 2% of Gr., Dr., & Surf.	1 1 1 1 1 106922	\$ 4,500,000 \$ 525,000 \$ 2,600,000 \$ 150,000 \$ 187,500 \$ 374,227 \$ 2,227,500 \$ 2,227,500 \$ 2,227,500 \$ 2,227,500 \$ 17,246,727
TOTAL ROADWAY C	ONSTRUCTION COST			\$ 128,621,727
BRIDGES	Mainline - Interchange/RR/Stream/Creek Mainline - River Crossing Bridge Approaches	\$75 /S.F. \$110 /S.F. \$15 /S.F.	63,200 23,360	\$ 4,740,000 \$ 2,569,600 \$ -
TOTAL STRUCTURE	S CONSTRUCTION COST			\$ 7,309,600
	_		nstruction Subtotal 15% of Construction action + Contingency	\$ 20,389,699 \$ 18,758,523
TOTAL CONSTRUCT	ION COST			\$ 175,079,549
RIGHT-OF-WAY		Right-of-Way @ 5% of R	oadway + Structures  ROW Subtotal +15% Contingency	\$ 6,796,566
TOTAL RIGHT-OF-W	AY COST			\$ 7,816,051
GRAND TOTAL				\$ 182,895,600
			Cost per Mile =	\$8,965,471

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):

gths (mainline over):

Railroads= 250 ft.

Minor State Hwy= 180 ft

Major State Hwy= 350 ft.

Stream/Creek= 180 ft

Rivers= 1000 ft.

Approaches= 36.5 ft.

Preliminary Cost Estimate - Closed Barrier System

(Four-Lane Divided Freeway on New Alignment)

I-69 Section:

#4 - US 278 (Monticello, AR) to I-530 (Pine Bluff, AR)

Corridor Length (miles): 42.6

Date: 1/3/01

	SUB-ITEMS	UNIT COST	QUANTITY		TOTAL COST
ROADWAY	4-Lane Divided Freeway				
includes: grading, drainage,	Mountainous Terrain	\$7.5M /mile	40.0	\$	004 000 00
paving)	Rolling Terrain Flat Terrain	\$5.5M /mile \$3.5M /mile	42.6	\$ \$	234,300,000
	, ida yonan	<b>40.0</b>	Total		234,300,000
NOOFI I ANEOUS					
MISCELLANEOUS ITEMS					
II EMS	Interchange (diamond/folded-diamond)	\$4.5M /Each	5	\$	22,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	\$525,000 /Interchange	1	\$	525,000
	Mainline Toll Plaza	\$2.6M /Each	2	\$	5,200,000
	Lighting - Interchange	\$150,000 /Each	5	\$	750,000
	Signalization - Interchange(urban areas only)	\$187,500 /Each	2	\$	375,000
	Fencing - Mainline	\$3.50 /L.F.	223068	\$	780,738
	Erosion Control	2% of Gr., Dr., & Surf.		\$	4,686,000
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		\$	4,686,000
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		\$	4,686,000
	Utility Relocation	2% of Gr., Dr., & Surf.	Total	\$	4,686,000
			iotai	\$	48,874,738
OTAL BOADWAY	CONSTRUCTION COST			\$	283,174,738
BRIDGES	Mainline - Interchange/RR/Stream/Creek	\$75 /S.F.	148,800		11,160,000
	Mainline - River Crossing Bridge Approaches	\$110 /S.F. \$15 /S.F.	50.500	\$ \$	700 400
	Bridge Approaches	<b>3</b> 15 /З.Г.	52,560	Þ	788,400
		ì			
OTAL STRUCTUR	ES CONSTRUCTION COST			\$	11,948,400
OTAL STRUCTUR	ES CONSTRUCTION COST			•	
otal structur	ES CONSTRUCTION COST	= -	onstruction Subtotal	\$	11,948,400 295,123,138
OTAL STRUCTUR		Contingency @	15% of Construction	\$	295,123,138 44,268,471
OTAL STRUCTUR		= -	15% of Construction	\$	295,123,138 44,268,471
	Design and Construction	Contingency @	15% of Construction	\$	295,123,138 44,268,47 40,726,993
OTAL CONSTRUC	Design and Construction	Contingency @	15% of Construction	\$ \$ \$	295,123,136 44,268,47 40,726,993
	Design and Construction	Contingency @ on Admin @ 12% of Constr	15% of Construction uction + Contingency	\$ \$ \$	295,123,138 44,268,47 40,726,999 380,118,602
OTAL CONSTRUC	Design and Construction	Contingency @	15% of Construction uction + Contingency	\$ \$ \$	295,123,138 44,268,47 40,726,999 380,118,602
OTAL CONSTRUC	Design and Construction	Contingency @ on Admin @ 12% of Constr	15% of Construction uction + Contingency  Roadway + Structures ROW Subtotal	\$ \$ \$ \$ \$	295,123,138 44,268,47 40,726,993 <b>380,118,602</b> 14,756,15 14,756,15
OTAL CONSTRUC	Design and Construction	Contingency @ on Admin @ 12% of Constr	15% of Construction uction + Contingency	\$ \$ \$ \$ \$	295,123,138 44,268,47 40,726,999 <b>380,118,60</b> 2 14,756,15 14,756,15
OTAL CONSTRUC RIGHT-OF-WAY	Design and Construction	Contingency @ on Admin @ 12% of Constr	15% of Construction uction + Contingency  Roadway + Structures ROW Subtotal	\$ \$ \$ \$ \$	295,123,138 44,268,471 40,726,993 <b>380,118,602</b> 14,756,151 14,756,151 2,213,424
OTAL CONSTRUC	Design and Construction	Contingency @ on Admin @ 12% of Constr	15% of Construction uction + Contingency  Roadway + Structures ROW Subtotal	\$ \$ \$ \$ \$ \$ \$ \$ \$	295,123,138

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):
Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.

Stream/Creek= 180 ft Rivers= 1000 ft. Approaches= 36.5 ft.

Interstate 69 (open system)

Section	Location Description	Project Length (miles)	EA/EIS Status	Roadway Characteristics	Diamond Interchanges with Ramp Toll Plazas	Main Toli Plaza with Closed Barrier System	Tumpike Over Bridges (T.P.O.)	Yoar	Construction + Right-of-Way	Design & Admin. Fees	Total ¹ Cost (\$M)	Cost per Mile
1	US 65 (McGehee, AR) to Route 1 (Benoit, MS) The Great River Bridge EIS project begins at US 65 on the north side of McGehee, Arkansas and it runs easterly until crosses the Mississippi River approx. 2 miles north of Arkansas City, Arkansas, immediately downstream of Cypress Bend and Caffish Point. The eastern terminus consists of a connection to Route 1 in the vacinity of Benoit, Mississippi.	23.3	Final/ROD Completed	Four-lane, divided freeway w/ Fullly-Controlled Access on new alignment	0	1	9	2001	\$350,787,856	\$40,090,041	\$390,877,896	\$16,775,875
	US 65 (McGehee, AR) to US 167 (Monticello, AR) Beginning at US 65 on the north side of McGehee, Arkansas this alignment runs west until it bypasses Monticello, Arkansas to the north where it makes a connection with the proposed Southeast Arkansas I-69 Connector, then it travels in a southeast direction until it connects with US 167 on the east side of El Dorado, Arkansas.	85.2	N/A	Four-lane, divided freeway w/Fullly-Controlled Access on new alignment	0	3	15	2001	\$672,797,133	\$76,891,101	\$749,688,234	\$8,799,158
3	US 167 (El Dorado, AR) to Louisiana State Line Beginning at the interchange of US 167 and State Highway 7 in El Dorado, Arkansas the existing US 167 roadway would be improved to a four-lane divided freeway type facility from State Hwy. 7 to the Louisiana State Line.	20.4	N/A	Four-lane, divided freeway w/ Fully-Controlled Access improvement to existing	0	1	4	2001	\$163,503,140	\$18,686,073	\$182,189,213	\$8,930,844
	US 278 (Monticello, AR) to I-530 (Pine Bluff, AR) The Southeast Arkansas I-69 Connector project is approx. 40 miles in length extending from US 278 in the vacinity of Monticello, Arkansas, and runs due north until it terminates at I-530 in Pine Bluff, Arkansas.	42.6	In-Progress	Four-lane, divided freeway w/Fullly-Controlled Access on new alignment	0	2	9	2001	\$355,727,252	\$40,654,543	\$396,381,795	\$9,304,737

¹ Cost = Construction + right-of-way + 12% for Design & Administration

Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on New Alignment)

I-69 Section:

#1 - US 65 (McGehee, AR) to Route 1 (Benoit, MS)

Corridor Length (miles): 23.3

Date: 1/3/01

	SUB-ITEMS	UNIT COST	QUANTITY		TOTAL COST
ROADWAY	4-Lane Divided Freeway				
includes: grading, drainage,	Mountainous Terrain	\$7.5M /mile		\$	
paving)	Rolling Terrain	\$5.5M /mile	40.00	\$	05 005 004
	Flat Terrain	\$3.5M /mile	18.63 <b>Total</b>	\$	65,205,000 <b>65,205,00</b> 0
			Iotai	<u> </u>	05,205,000
MISCELLANEOUS					
ITEMS					
	Interchange (diamond/folded-diamond)	\$4.5M /Each	2	\$	9,000,000
	Ramp Toll Plaza (2 Plazas per interchange)	\$525,000 /Interchange		\$	
	Mainline Toll Plaza	\$2.6M /Each	1	\$	2,600,000
	Lighting - Interchange	\$150,000 /Each	2	\$ \$	300,000
	Signalization - Interchange(urban areas only) Fencing - Mainline	\$187,500 /Each \$3.50 /L.F.	98366	\$ \$	187,500 344,28
	Erosion Control	\$3.50 /L.F. 2% of Gr., Dr., & Surf.	90300	э \$	1,304,100
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		э \$	1,304,100
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		\$	1,304,100
	Utility Relocation	2% of Gr., Dr., & Surf.		Š	1,304,100
	,		Total	\$	17,648,18
OTAL ROADWAY	CONSTRUCTION COST			\$	82,853,18
2212050	Blainline Internal come (DD (Oten com) Out als	A75 /0 F	400 400	•	00 400 000
BRIDGES	Mainline - Interchange/RR/Stream/Creek	\$75 /S.F.	486,400		
BRIDGES	Mississippi River Crossing(from GRB EIS)	Lump Sum	170,473,560	\$	170,473,560
BRIDGES	•				170,473,560
	Mississippi River Crossing(from GRB EIS)	Lump Sum	170,473,560	\$	170,473,560 700,800
	Mississippi River Crossing(from GRB EIS)  Bridge Approaches	Lump Sum \$15 /S.F.	170,473,560 46,720	\$ \$	170,473,560 700,800 <b>207,654,36</b> 0
	Mississippi River Crossing(from GRB EIS)  Bridge Approaches	Lump Sum \$15 /S.F.	170,473,560 46,720 46,720 nstruction Subtotal	\$ \$ \$	170,473,560 700,800 <b>207,654,36</b> 0 290,507,541
	Mississippi River Crossing(from GRB EIS)  Bridge Approaches  ES CONSTRUCTION COST	Lump Sum \$15 /S.F.	170,473,560 46,720 46,720 nstruction Subtotal 15% of Construction	\$ \$ \$	170,473,560 700,800 <b>207,654,360</b> 290,507,541 43,576,13
OTAL STRUCTUR	Mississippi River Crossing(from GRB EIS)  Bridge Approaches  ES CONSTRUCTION COST  Design and Construction	Lump Sum \$15 /S.F.  Contingency @	170,473,560 46,720 46,720 nstruction Subtotal 15% of Construction	\$ \$ \$ \$	207,654,360 290,507,54 43,576,13 40,090,04
OTAL STRUCTUR	Mississippi River Crossing(from GRB EIS)  Bridge Approaches  ES CONSTRUCTION COST  Design and Construction	Lump Sum \$15 /S.F.  Contingency @	170,473,560 46,720 46,720 nstruction Subtotal 15% of Construction	\$ \$ \$ \$	207,654,360 290,507,54 43,576,13 40,090,04
OTAL STRUCTUR	Mississippi River Crossing(from GRB EIS)  Bridge Approaches  ES CONSTRUCTION COST  Design and Construction	Lump Sum \$15 /S.F.  Contingency @	170,473,560 46,720 46,720 nstruction Subtotal 15% of Construction	\$ \$ \$ \$	207,654,36 290,507,54 43,576,13 40,090,04
OTAL STRUCTUR OTAL CONSTRUC	Mississippi River Crossing(from GRB EIS)  Bridge Approaches  ES CONSTRUCTION COST  Design and Construction	Lump Sum \$15 /S.F.  Contingency @	170,473,560 46,720 46,720  nstruction Subtotal 15% of Construction action + Contingency  oadway + Structures	\$ \$ \$ \$ \$	207,654,366 290,507,54 43,576,13 40,090,04 374,173,71:
OTAL STRUCTUR	Mississippi River Crossing(from GRB EIS)  Bridge Approaches  ES CONSTRUCTION COST  Design and Construction	Lump Sum \$15 /S.F.  Co  Contingency @ on Admin @ 12% of Constru	170,473,560 46,720  nstruction Subtotal 15% of Construction action + Contingency  oadway + Structures ROW Subtotal	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$	207,654,366 290,507,54 43,576,13 40,090,04 374,173,713 14,525,37 14,525,37
OTAL STRUCTUR	Mississippi River Crossing(from GRB EIS)  Bridge Approaches  ES CONSTRUCTION COST  Design and Construction	Lump Sum \$15 /S.F.  Co  Contingency @ on Admin @ 12% of Constru	170,473,560 46,720 46,720  nstruction Subtotal 15% of Construction action + Contingency  oadway + Structures	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$	207,654,36 290,507,54 43,576,13 40,090,04 374,173,71: 14,525,37 14,525,37
OTAL STRUCTURI OTAL CONSTRUC RIGHT-OF-WAY	Mississippi River Crossing(from GRB EIS)  Bridge Approaches  ES CONSTRUCTION COST  Design and Construction COST	Lump Sum \$15 /S.F.  Co  Contingency @ on Admin @ 12% of Constru	170,473,560 46,720  nstruction Subtotal 15% of Construction action + Contingency  oadway + Structures ROW Subtotal	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$	170,473,560 700,800 207,654,360 290,507,541 43,576,131 40,090,041 374,173,713 14,525,377 14,525,377 2,178,807
OTAL STRUCTUR	Mississippi River Crossing(from GRB EIS)  Bridge Approaches  ES CONSTRUCTION COST  Design and Construction COST	Lump Sum \$15 /S.F.  Co  Contingency @ on Admin @ 12% of Constru	170,473,560 46,720  nstruction Subtotal 15% of Construction action + Contingency  oadway + Structures ROW Subtotal	\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$	36,480,000 170,473,560 700,800 207,654,360 290,507,541 43,576,131 40,090,041 374,173,713 14,525,377 2,178,807 16,704,184

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):
Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

**Preliminary Cost Estimate - Open Barrier System** 

(Four-Lane Divided Freeway on New Alignment)

I-69 Section:

#2 - US 65 (McGehee, AR) to US 167 (Monticello, AR)

Corridor Length (miles):

Date: 1/3/01

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ITEM	SUB-ITEMS	UNIT COST		QUANTITY		TOTAL COST
ROADWAY	4-Lane Divided Freeway					
(includes: grading, drainage,	Mountainous Terrain	<b>4</b> · · · · · · · · · · · · · · · · · · ·	mile		\$	
paving)	Rolling Terrain Flat Terrain		mile mile	84.5	\$ \$	464,585,000
	riat remain	<b>4</b> 0.5		Total		464,585,000
MISCELLANEOUS						
ITEMS	Interchange (diamond/folded-diamond)	\$4.5M /I	Each	4	\$	18,000,000
	Ramp Toll Plaza (2 Plazas per interchange)	\$525,000 /Interd			\$	18,000,000
	Mainline Toll Plaza		Each	3	\$	7,800,000
	Lighting - Interchange		/Each	4	S	600,000
	Signalization - Interchange(urban areas only)	1 ' '	/Each	2	\$	375,000
	Fencing - Mainline		L.F.	446026	\$	1,561,091
	Erosion Control	2% of Gr., Dr.,			\$	9,291,700
	Signing & Paving Markings	2% of Gr., Dr.,			\$	9,291,700
	Maintenance of Traffic	2% of Gr., Dr.,	1		\$	9,291,700
	Utility Relocation	2% of Gr., Dr.,	& Surf.		\$	9,291,700
				Total	\$	65,502,891
OTAL ROADWAY	LONSTRUCTION COST				\$	530,087,891
				000 400	•	40.000.000
BRIDGES	Mainline - Interchange/RR/Stream/Creek Mainline - River Crossing	1	S.F. S.F.	226,400 80,000		16,980,000 8,800,000
	Bridge Approaches		5.F.	87,600	Ф \$	1,314,000
	Bridge Approaches	\$15 /3	э.г.	87,000	Ψ	1,314,000
OTAL STRUCTUR	ES CONSTRUCTION COST				\$	27,094,000
			Cou	nstruction Subtotal	s	557,181,891
		Contin		15% of Construction		83,577,284
	Design and Construction				\$	76,891,101
OTAL CONSTRUC					s	717,650,276
DIAL GONSTRUC	HONCOSI				<u> </u>	717,050,270
RIGHT-OF-WAY						
		Right-of-Way @	5% of R	padway + Structures		27,859,09
	1	1		ROW Subtotal	•	27,859,09
				+15% Contingency	\$	4,178,864
OTAL RIGHT-OF-V	VAY COST				\$	32,037,959
RAND TOTAL					\$	749,688,234
<u> </u>	egenere se segegese, eregete te te te te te ter <u>tete t</u> e te fraggis for it ele te te te de E	<u>ana ang ang tantantantantantantantantantan</u>	<u>ereretetetetetet</u>	******************************	<u> </u>	
				Cost per Mile =		\$8,799,15

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):
Railroads= 250 ft.
Minor State Hwy= 180 ft.
Major State Hwy= 350 ft.
Stream/Creek= 180 ft.
Rivers= 1000 ft.
Approaches= 36.5 ft.

## Arkansas Innovative Finance Study Preliminary Cost Estimate - Open Barrier System

(Four-Lane Divided Freeway on New Alignment)

<b>I-69</b>	Section	ì
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#3 - US 167 (El Dorado, AR) to Louisiana State Line

Corridor Length (miles):

20.4

Date: 1/3/01

ITEM	SUB-ITEMS	UNIT COST	QUANTITY	TOTAL COST
ROADWAY	4-Lane Divided Freeway			
	Mountainous Terrain	\$7.5M /mile		<b>s</b> -
(includes: grading, drainage, paving)	Rolling Terrain	\$5.5M /mile	20.3	\$ 111,375,000
	Flat Terrain	\$3.5M /mile		\$ -
			Total	\$ 111,375,000
[				
MISCELLANEOUS				
ITEMS				
	Interchange (diamond/folded-diamond)	\$4.5M /Each	1	\$ 4,500,000
	Ramp Toll Plaza (2 Plazas per interchange)	\$525,000 /Interchange		\$ -
	Mainline Toli Plaza	\$2.6M /Each	1	\$ 2,600,000
	Lighting - Interchange	\$150,000 /Each	1	\$ 150,000
	Signalization - Interchange(urban areas only)	\$187,500 /Each	1	\$ 187,500
	Fencing - Mainline	\$3.50 /L.F.	106922	\$ 374,227
	Erosion Control	2% of Gr., Dr., & Surf.		\$ 2,227,500
	Signing & Paving Markings	2% of Gr., Dr., & Surf.		\$ 2,227,500
	Maintenance of Traffic	2% of Gr., Dr., & Surf.		\$ 2,227,500
	Utility Relocation	2% of Gr., Dr., & Surf.		\$ 2,227,500
		Ì	Total	\$ 16,721,727
TOTAL ROADWAY	CONSTRUCTION COST			\$ 128,096,727
	Mainline Internal Control			
BRIDGES	Mainline - Interchange/RR/Stream/Creek	\$75 /S.F.	63,200	\$ 4,740,000
	Mainline - River Crossing Bridge Approaches	\$110 /S.F. \$15 /S.F.	23,360	\$ 2,569,600 \$ -
	Bridge Approaches	) \$15 /S.F.		•
TOTAL STRUCTURE	S CONSTRUCTION COST			\$ 7,309,600
TOTAL STRUCTURE	:3 00/10/10/10/10/3			\$ 7,309,000
		C	onstruction Subtotal	\$ 135,406,327
			15% of Construction	' '
	Design and Construction	on Admin @ 12% of Constr		\$ 18,686,073
	boolgh and constituen	011 Admin	delien + contingency	10,000,070
TOTAL CONSTRUC	TION COST			\$ 174,403,349
RIGHT-OF-WAY				
		Right-of-Way @ 5% of F	' Roadwav + Structures	\$ 6,770,316
			ROW Subtotal	1 ' ' '
			+15% Contingency	
TOTAL RIGHT-OF-W	IAY COST			\$ 7,785,864
GRAND TOTAL				\$ 182,189,213
			Cost per Mile =	\$8,930,844

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):
Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.

Stream/Creek= 180 ft

Rivers= 1000 ft.
Approaches= 36.5 ft.

**Preliminary Cost Estimate - Open Barrier System** 

(Four-Lane Divided Freeway on New Alignment)

1-69	Section:
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#4 - US 278 (Monticello, AR) to I-530 (Pine Bluff, AR)

Corridor Length (miles): 42.6

Date: 1/3/01

	SUBLITEMS	UNIT COST	QUANTITY		TOTAL COST
DOADWAY	4 Long Divided Engages				
ROADWAY	4-Lane Divided Freeway  Mountainous Terrain	\$7.5M /mile		\$	
(includes: grading, drainage, paving)	Rolling Terrain	\$5.5M /mile	42.6	\$	234,300,000
paving)	Flat Terrain	\$3.5M /mile		\$	
			Total	\$	234,300,000
MISCELLANEOUS ITEMS					
	Interchange (diamond/folded-diamond)	\$4.5M /Each	5	\$	22,500,000
	Ramp Toli Plaza (2 Plazas per interchange)	\$525,000 /Interchange		\$	
	Mainline Toll Plaza	\$2.6M /Each	2	\$	5,200,000
	Lighting - Interchange	\$150,000 /Each		\$	750,000
	Signalization - Interchange(urban areas only)	\$187,500 /Each		\$	375,000
	Fencing - Mainline	\$3.50 /L.F.	223068	\$	780,738
	Erosion Control	2% of Gr., Dr., & Surf.		\$	4,686,000
	Signing & Paving Markings Maintenance of Traffic	2% of Gr., Dr., & Surf. 2% of Gr., Dr., & Surf.		\$ \$	4,686,000 4,686,000
	Utility Relocation	2% of Gr., Dr., & Surf.		\$	4,686,000
	ounty nelocation	2 % Of Gr., Dr., & Guil.	Total		48,349,738
OTAL ROADWAY	CONSTRUCTION COST			\$	282,649,738
BRIDGES	Mainline - Interchange/RR/Stream/Creek	\$75 /S.F.	148,800	\$	11,160,000
51115425	Mainline - River Crossing	\$110 /S.F.	1.0,0	\$	, ,
	Bridge Approaches	\$15 /S.F.	52,560	\$	788,400
OTAL STRUCTUR	ES CONSTRUCTION COST			\$	11,948,400
		C	onstruction Subtotal	œ	294,598,138
			15% of Construction	•	44,189,721
					40,654,543
	Design and Construction	on Admin @ 12% of Const	ruction + Contingency	\$	10,00 1,0 10
OTAL CONSTRUC			ruction + Contingency	\$	
OTAL CONSTRUC			ruction + Contingency	·	
<u></u>				\$	379,442,402
<u></u>		on Admin @ 12% of Const		<b>\$</b>	<b>379,442,40</b> 2
<u></u>		on Admin @ 12% of Const	Roadway + Structures	<b>\$</b> \$ \$	<b>379,442,40</b> 14,729,90 14,729,90
RIGHT-OF-WAY	TION COST	on Admin @ 12% of Const	Roadway + Structures ROW Subtotal	<b>\$</b> \$ \$	379,442,402 14,729,907 14,729,907 2,209,486
OTAL CONSTRUC RIGHT-OF-WAY OTAL RIGHT-OF-V	TION COST	on Admin @ 12% of Const	Roadway + Structures ROW Subtotal	<b>\$</b> \$ \$	379,442,402 14,729,907 14,729,907 2,209,486 16,939,393 396,381,795

General Notes:

Bridge Deck Width (mainline) = 40 ft. x 2 bridge decks

Bridge Lengths (mainline over):
Railroads= 250 ft.
Minor State Hwy= 180 ft
Major State Hwy= 350 ft.
Stream/Creek= 180 ft
Rivers= 1000 ft.
Approaches= 36.5 ft.

## APPENDIX B

# Table A Preliminary Financing Estimates Closed Barrier System

	Highway 71	Highway 412	Highway 63	Interstate 69	
SOURCES:	Series 2001A	Series 2001B	Series 2001C	Series 2001D	Total
Par Amount of Bonds	753,210,000.00	432,485,000.00	133,210,000.00	<u>.</u>	1,318,905,000.00
Other Equity Contribution	•	-	•	-	•
Net Original Issue Premium/(Discount)	•	-	-	•	-
Accrued Interest				<u> </u>	
Total Sources	753,210,000.00	432,485,000.00	133,210,000.00	-	1,318,905,000.00
USES:					
Construction Fund Deposit	516,914,817.18	296,451,504.66	91,408,379.82	(1,250.05)	904,773,451.61
Capitalized Interest Fund Deposit	141,045,445.53	81,033,019.03	24,947,668.29	•	247,026,132.85
Debt Service Reserve Fund Deposit	66,487,030.08	38,424,984.92	11,764,622.50	-	116,676,637.50
Underwriter's Discount Costs of Issuance	9,038,520.00	5,189,820.00	1,598,520.00 666,050.00	•	15,826,860.00
Municipal Bond Insurance	3,766,050.00	2,162,425.00	•	-	6,594,525.00
Accrued Interest	15,956,887.22	9,221,996.38	2,823,509.40	-	28,002,393.00
Contingency	1,249.99	1,250.01	1,249.99	1,250.05	5,000.04
Total Uses		432,485,000.00	133,210,000.00	•	1,318,905,000.00
ASSUMPTIONS / SUMMARY STATISTICS:					
Arbitrage Yield	5.408311%	5.411525%	5.408413%	7.00000%	
True Interest Cost	5.487966%	5.490881%	5.487981%	7.00000%	
All-In Cost of Borrowing	5.521616%	5.524406%	5.521594%	900.00000%	
Annual Target Coverage Level	1.50x	1.50x	1.50x	1.50x	
Total Construction Fund Draws	560,692,283.28	321,572,092.57	99,149,746.71	(1,387.69)	981,412,734.87
Dated Date	1/1/02	1/1/02	1/1/02	1/1/02	
Delivery Date	1/1/02	1/1/02	1/1/02	1/1/02	
BOND ISSUANCE EXPENSES:					
Underwriter's Discount	1.200%	1.200%	1.200%	1.200%	
Costs of Issuance	0.500%	0.500%	0.500%	0.500%	
Municipal Bond Insurance	0.750%	0.750%	0.750%	0.750%	
INVESTMENT RATES:					
Debt Service Reserve Fund Deposit	5.408000%	5.411000%	5.408000%	7.000000%	
Construction Fund Deposit Capitalized Interest Fund Deposit	5.408000% 5.408000%	5.411000% 5.411000%	5.408000% 5.408000%	7.000000% 7.000000%	
OTHER	_				
Capitalized Interest	Yes	Yes	Yes	Yes	
Interest Capitalized Through	1/1/06	1/1/06	1/1/06	1/1/06	
Debt Service Reserve Fund	Yes	Yes	Yes	Yes	
Debt Service Reserve Fund Requirement End of Construction	Lesser of Three 1/1/05	Lesser of Three 1/1/05	Lesser of Three 1/1/05	Lesser of Three 1/1/05	
FEASIBILITY ANALYSIS	_				
Total Construction Fund Draws	560,692,283.28	321,572,092.57	99,149,746.71	(B)	
Less: Cash Flow Shortfalls (A)	(104,272,855.95)	(138,232,073.53)	(20,699,515.94)	(B)	
Total Project Funds Available	456,419,427.33	183,340,019.05	78,450,230.77	(B) 1,723,000,000.00	
Estimated Total Cost of Project Estimated Funding Shortfall	2,153,000,000.00 (1,696,580,572.67)	2,452,000,000.00	109,000,000.00 (30,549,769.23)	(1,723,000,000.00)	
Percent of Project Supported	21.20%	(2,268,659,980.96) 7.48%	(30,349,769.23)	0.00%	
Years Where Debt Service Can NOT be Paid					
Due to a Lack of Available Revenue	2006 - 2014	2005 - 2014	2006 - 2014	2005 - 2041	
Project Status (Financially Feasible or NOT Feasible)	NOT Feasible	NOT Feasible	NOT Feasible	NOT Feasible	

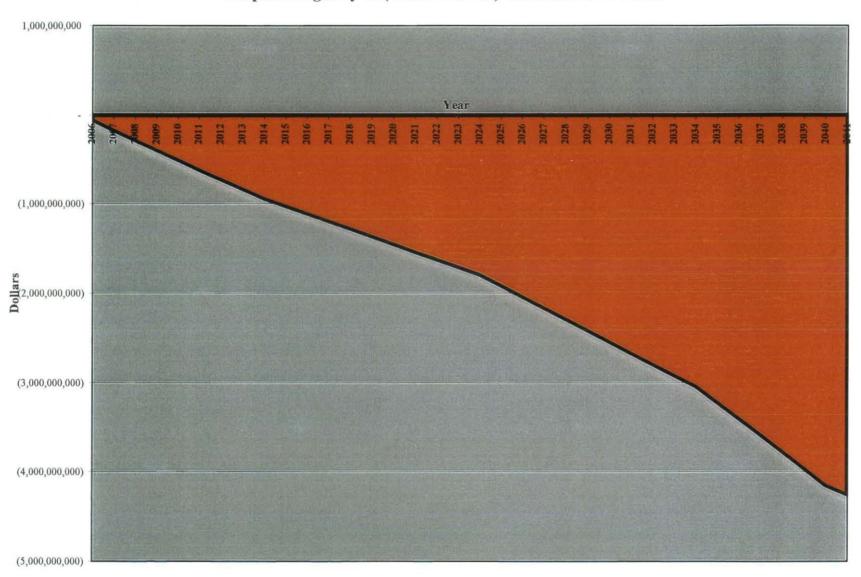
⁽A) There are a number of years in each bond structure where available revenues are not sufficient to pay debt service. This occurs in the first ten years of operation of each proposed toll road corridor. In order for debt service payments to be made, other sources will be required to pay the debt service shortfall. The amounts shown above are the amounts needed for each project due to these debt service shortfalls.

Note: 40-Year Bond Issue, Level Coverage.

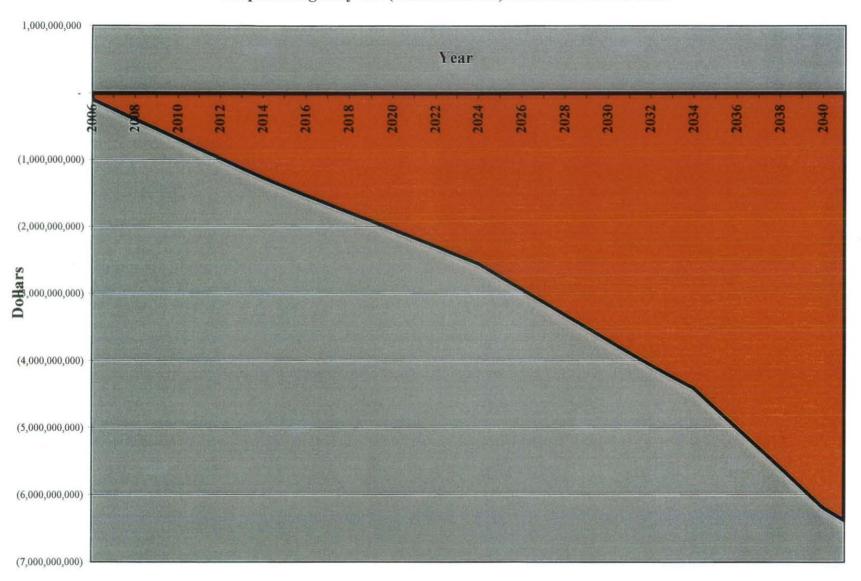
Source: SSB.

⁽B) The Interstate 69 Project has negative net annual toll revenue in each year from 2005 through 2041.

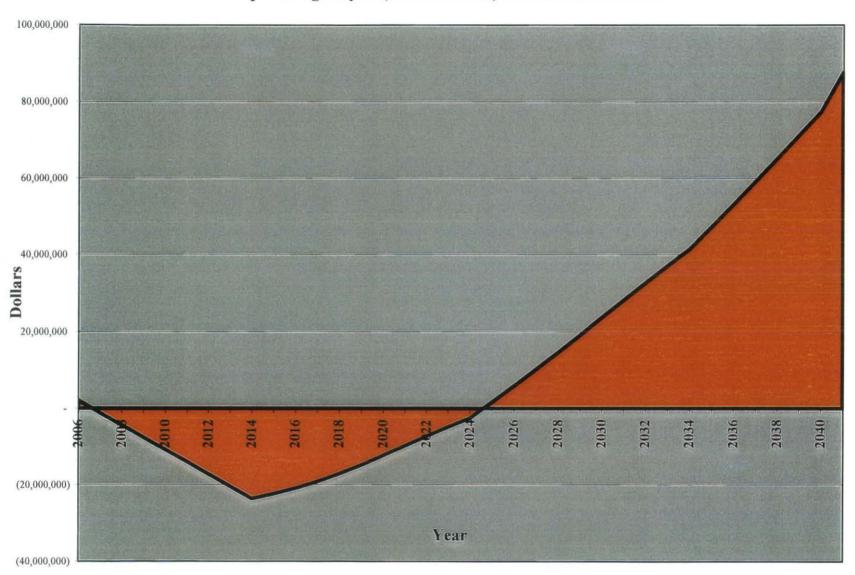
### Proposed Highway 71 (Closed-Barrier) Cumulative Net Deficit



### Proposed Highway 412 (Closed-Barrier) Cumulative Net Deficit



### Proposed Highway 63 (Closed-Barrier) Cumulative Net Deficit



# Table B Preliminary Financing Estimates Open Barrier System

SOURCES:	Highway 71 Series 2001 A	Highway 412 Series 2001B	Highway 63 Series 2001C	Interstate 69 Series 2001D	Tota
_					
Par Amount of Bonds	605,245,000.00	297,055,000.00	125,855,000.00	: <b>:</b> ::	1,028,155,000.0
Other Equity Contribution				-	
Net Original Issue Premium/(Discount)		*	:=:		
Accrued Interest				<u>-</u>	
Total Sources	605,245,000.00	297,055,000.00	125,855,000.00	•	1,028,155,000.00
USES:					
Construction Fund Deposit	415,407,656.20	203,507,404.85	86,359,885.56	(1,250.05)	705,273,696.5
Capitalized Interest Fund Deposit	113,328,601.10	55,670,568.94	23,570,388.31	96	192,569,558.3
Debt Service Reserve Fund Deposit	53,401,877.19	26,472,427.73	11,116,081.56	•	90,990,386.4
Inderwriter's Discount	7,262,940.00	3,564,660.00	1,510,260.00	*	12,337,860.0
Costs of Issuance	3,026,225.00	1,485,275.00	629,275.00		5,140,775.0
Aunicipal Bond Insurance	12,816,450.53	6,353,382.66	2,667,859.58		21,837,692.7
Accrued Interest					
Contingency	1,249.99	1,280.81	1,249.99	1,250.05	5,030.85
Total Uses	605,245,000.00	297,055,000.00	125,855,000.00		1,028,155,000.00
ASSUMPTIONS / SUMMARY STATISTICS:					
Arbitrage Yield	5.408080%	5.413111%	5.408450%	7.000000%	
True Interest Cost	5.487773%	5.492359%	5.488014%	7.000000%	
All-In Cost of Borrowing	5.521440%	5.525840%	5.521626%	900.000000%	
Annual Target Coverage Level	1.50x	1.50x	1.50x	1.50x	
Total Construction Fund Draws	450,588,490.61	220,758,603.77	93,673,695.95	(1,387.69)	765,019,402.6
Dated Date	1/1/02	1/1/02	1/1/02	1/1/02	
Delivery Date	1/1/02	1/1/02	1/1/02	1/1/02	
BOND ISSUANCE EXPENSES:					
Underwriter's Discount	1.200%	1.200%	1.200%	1.200%	
Costs of Issuance	0.500%	0.500%	0.500%	0.500%	
Municipal Bond Insurance	0.750%	0.750%	0.750%	0.750%	
NVESTMENT RATES:					
Debt Service Reserve Fund Deposit	5.408000%	5.413000%	5.408000%	7.000000%	
Construction Fund Deposit	5.408000%	5.413000%	5.408000%	7.000000%	
Capitalized Interest Fund Deposit	5.408000%	5.413000%	5.408000%	7.000000%	
OTHER					
Capitalized Interest	Yes	Yes	Yes	Yes	
nterest Capitalized Through	1/1/06	1/1/06	1/1/06	1/1/06	
Debt Service Reserve Fund	Yes	Yes	Yes	Yes	
Debt Service Reserve Fund Requirement	Lesser of Three	Lesser of Three	Lesser of Three	Lesser of Three	
nd of Construction	1/1/05	1/1/05	1/1/05	1/1/05	
EASIBILITY ANALYSIS					
			02 (72 (05 05	(75)	
Total Construction Fund Draws (From Above)	450,588,490.61	220,758,603.77	93,673,695.95	(B)	
Less: Cash Flow Shortfalls (A)	(92,698,116.06)	(128,615,287.37)	(18,497,702.98)	(B)	
Total Project Funds Available	357,890,374.55	92,143,316.40	75,175,992.97	(B)	
stimated Total Cost of Project stimated Funding Shortfall	2,136,000,000.00	2,439,000,000.00	106,000,000.00	1,719,000,000.00	
sumated runding Shortian	(1,778,109,625.45) 16.76%	(2,346,856,683.60)	(30,824,007.03) 70.92%	(1,719,000,000.00)	
Percent of Project Supported	10.7070	AT 100 DECEMBER			
Years Where Debt Service Can NOT be Paid					
	2006 - 2014 NOT Feasible	2005 - 2014 NOT Feasible	2006 - 2014 NOT Feasible	2005 - 2041 NOT Feasible	

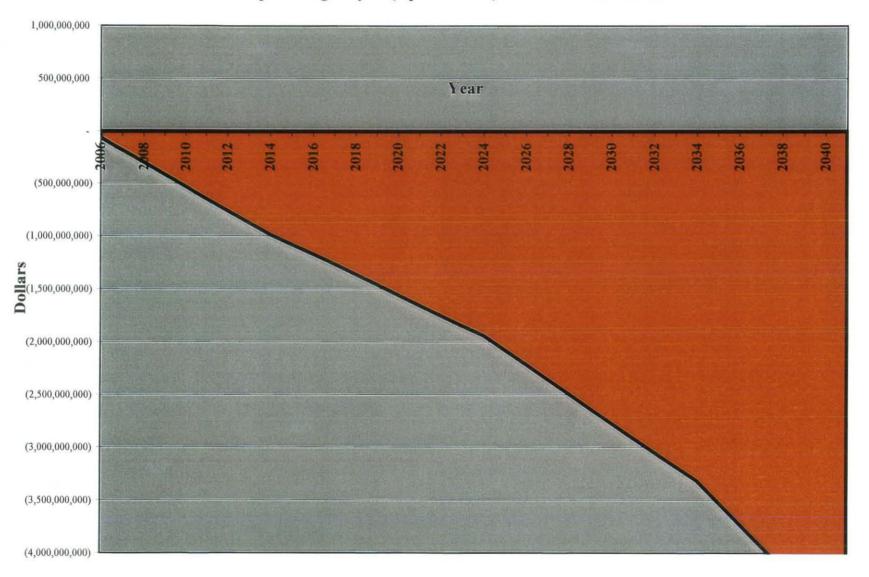
⁽A) There are a number of years in each bond structure where available revenues are not sufficient to pay debt service. This occurs in the first ten years of operation of each proposed toll road corridor. In order for debt service payments to be made, other sources will be required to pay the debt service shortfall. The amounts shown above are the amounts needed for each project due to these debt service shortfalls.

Note: 40-Year Bond Issue, Level Coverage.

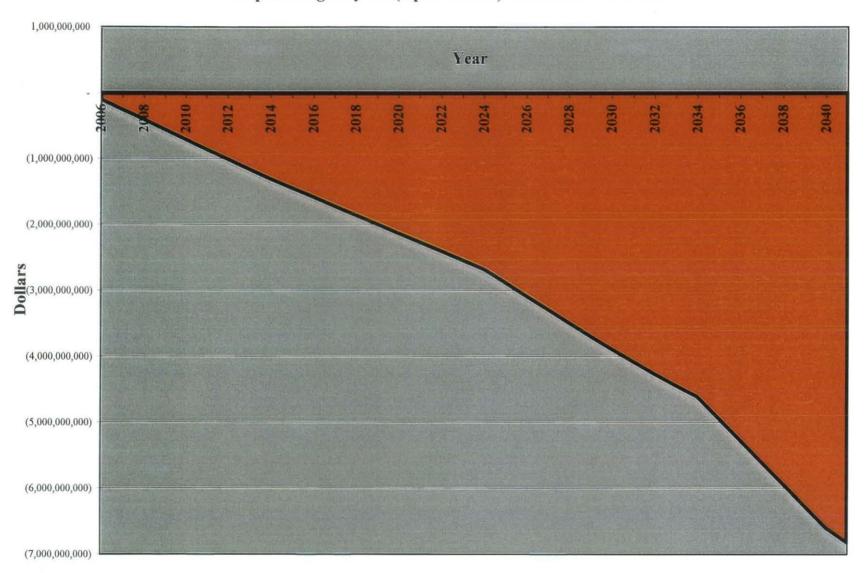
Source: SSB.

⁽B) The Interstate 69 Project has negative net annual toll revenue in each year from 2005 through 2041.

### Proposed Highway 71 (Open-Barrier) Cumulative Net Deficit



### Proposed Highway 412 (Open-Barrier) Cumulative Net Deficit



0000 8602 9807 **\$502** 7037 0507 8707 9707 Vear 7707 0707 8107 9107 **P107** 2102 0102 Dollars 20,000,000 (20,000,000) 80,000,000 000,000,00 40,000,000 (40,000,000)

Proposed Highway 63 (Open-Barrier) Cumulative Net Deficit